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THE AMERICAN ELEVATOR AND GRAIN TRADE.

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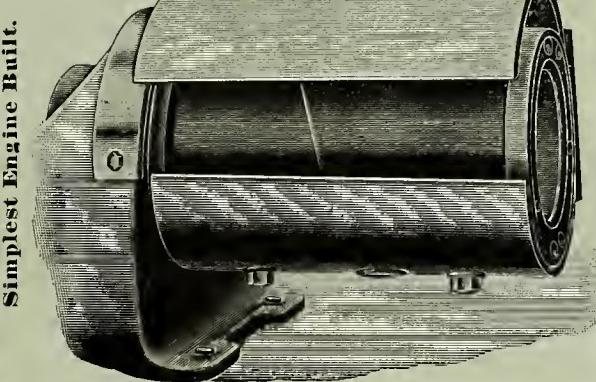
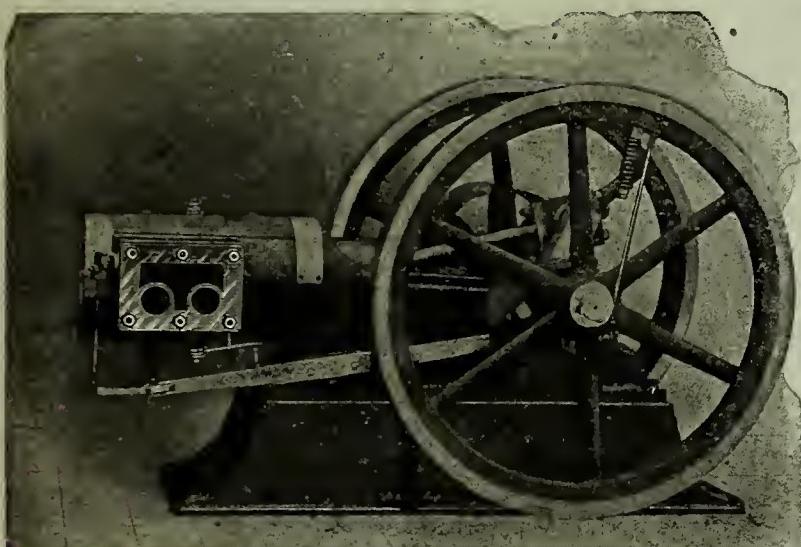
A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XIX.

CHICAGO, ILLINOIS, JULY 15, 1900.

No. 1. { ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.



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Describing a thoroughly
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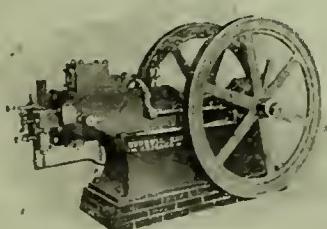
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Thousands in use.

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The BURRELL ENGINE
USES GAS OR GASOLINE.



THERE IS NOTHING BETTER.
Quality High. Price Low.

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Modern Appliances

For elevating and conveying grain and like commodities.

ROPE, BELT AND CHAIN TRANSMISSION.

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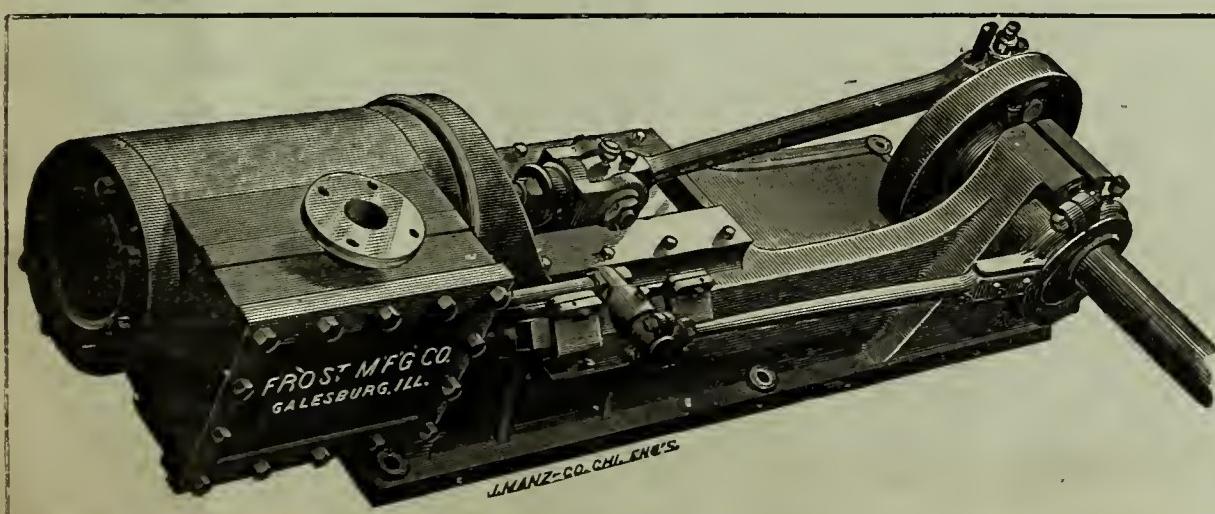
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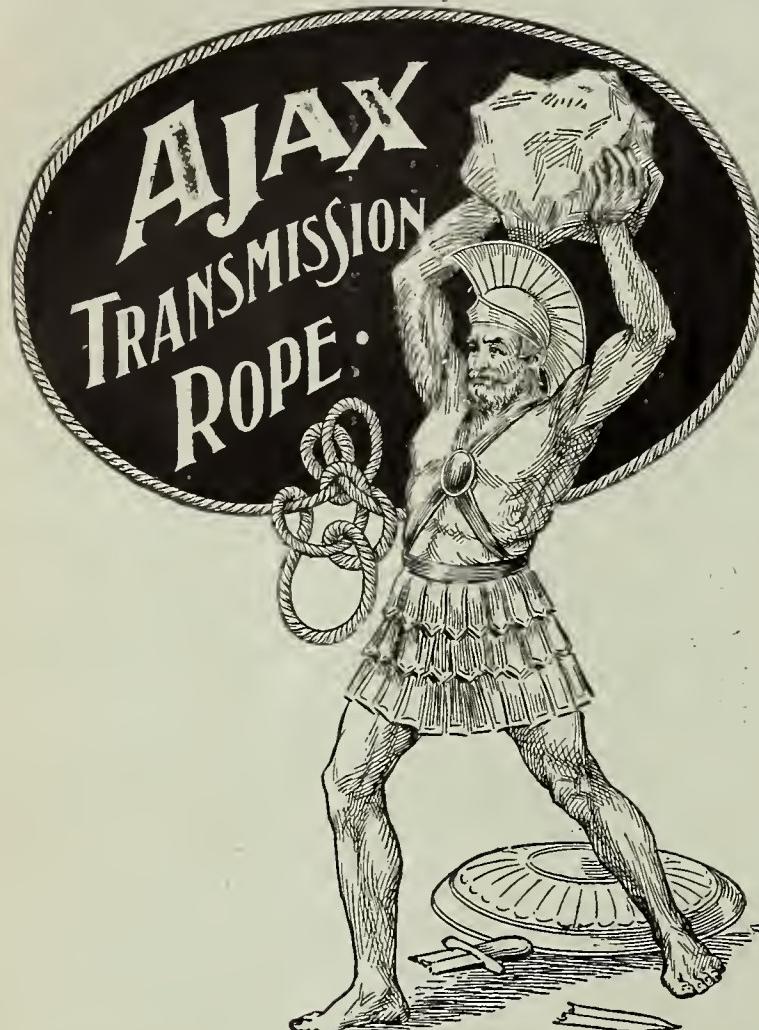
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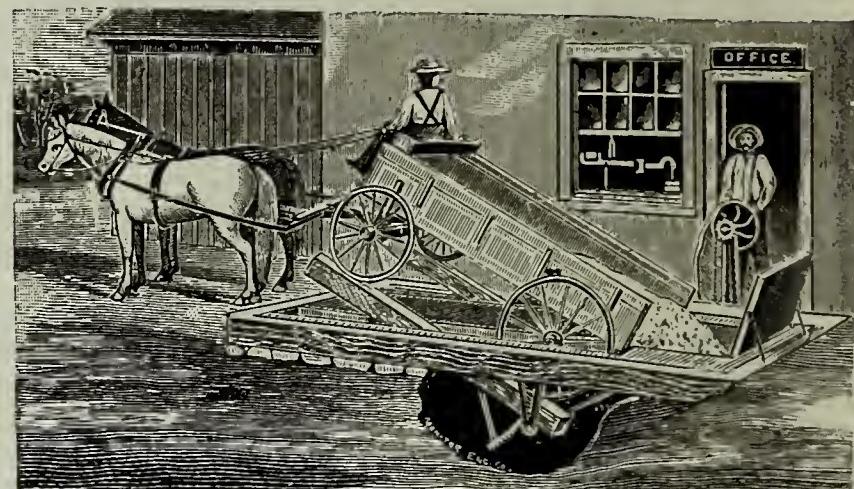
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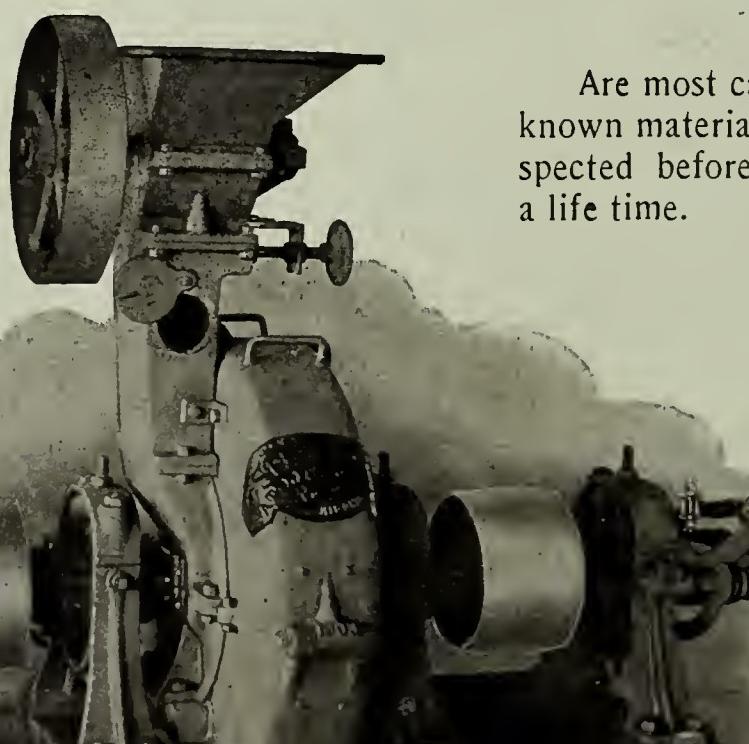
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They run light, have modern conveniences, are easily handled and do most excellent work and lots of it.



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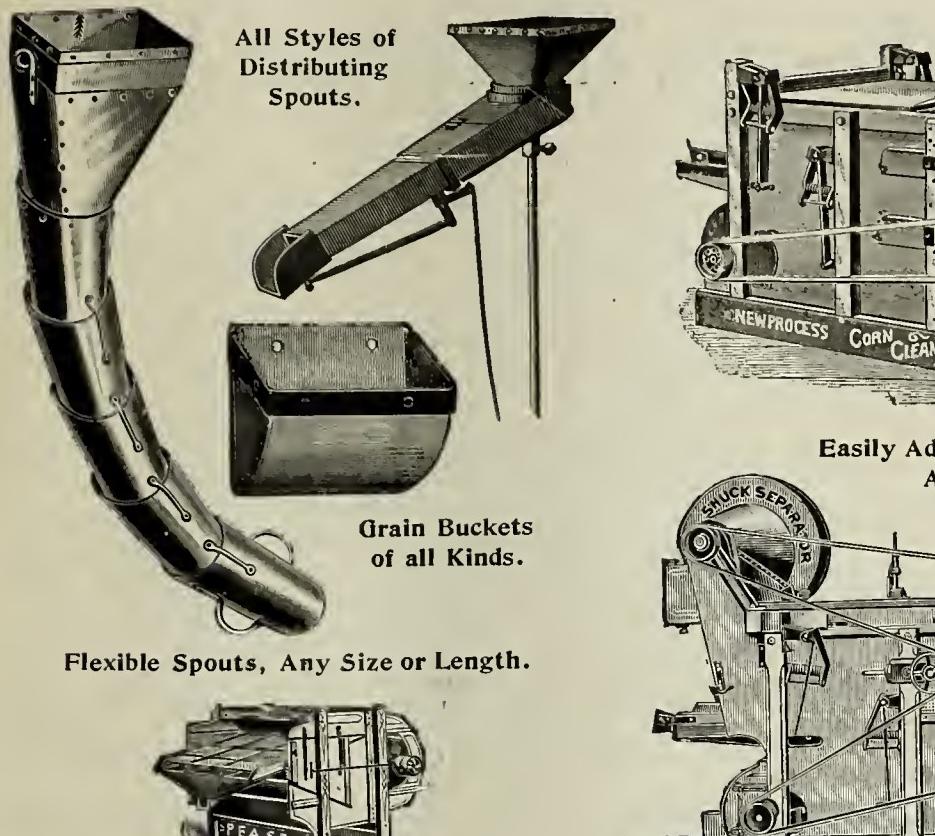
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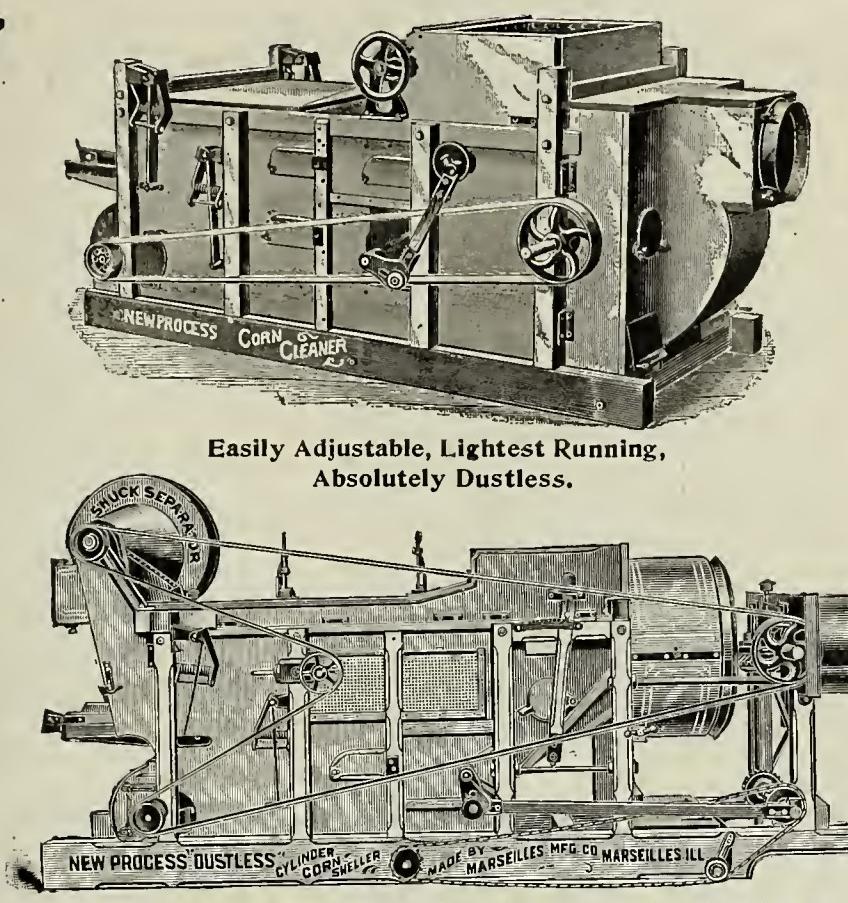
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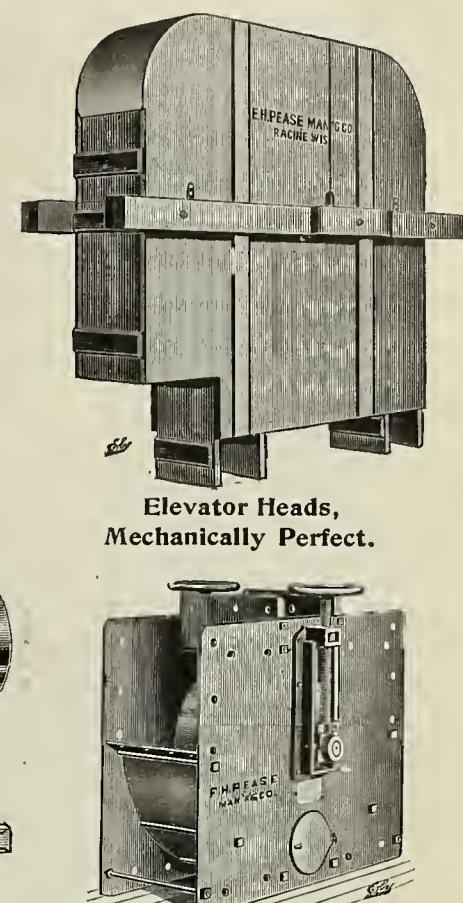
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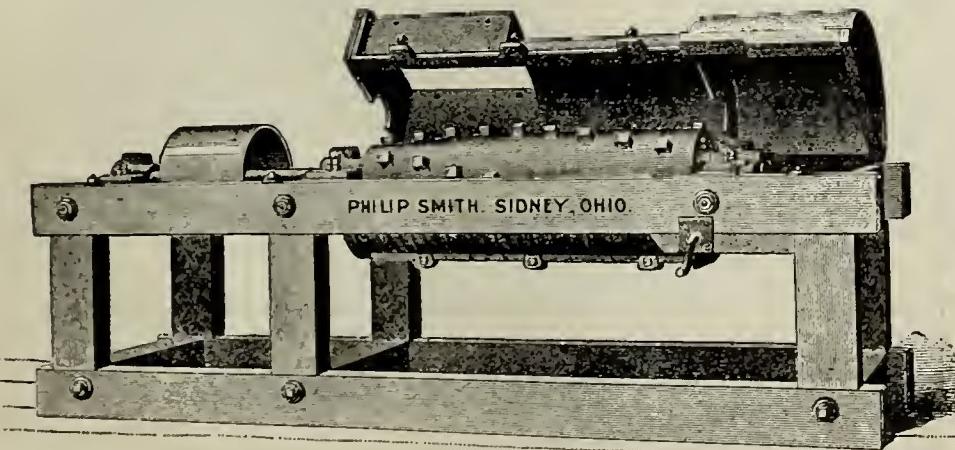
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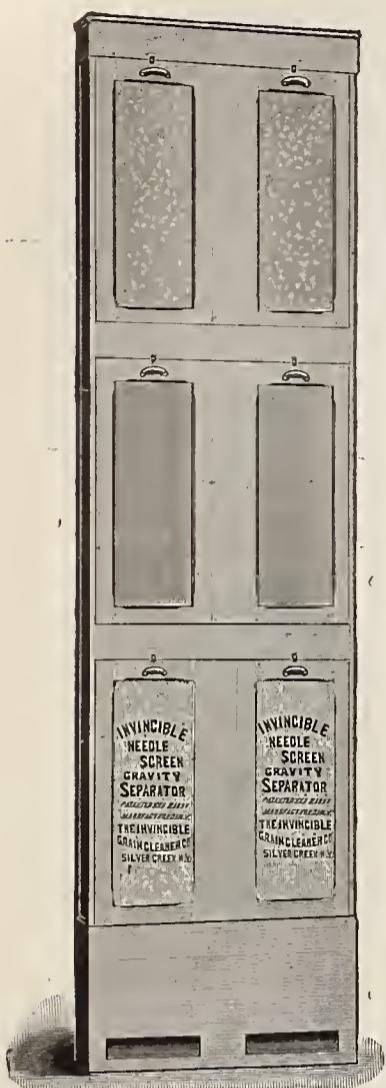
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If You Are a Handler of Barley, Malt or Oats, THESE MACHINES ARE INDISPENSABLE.



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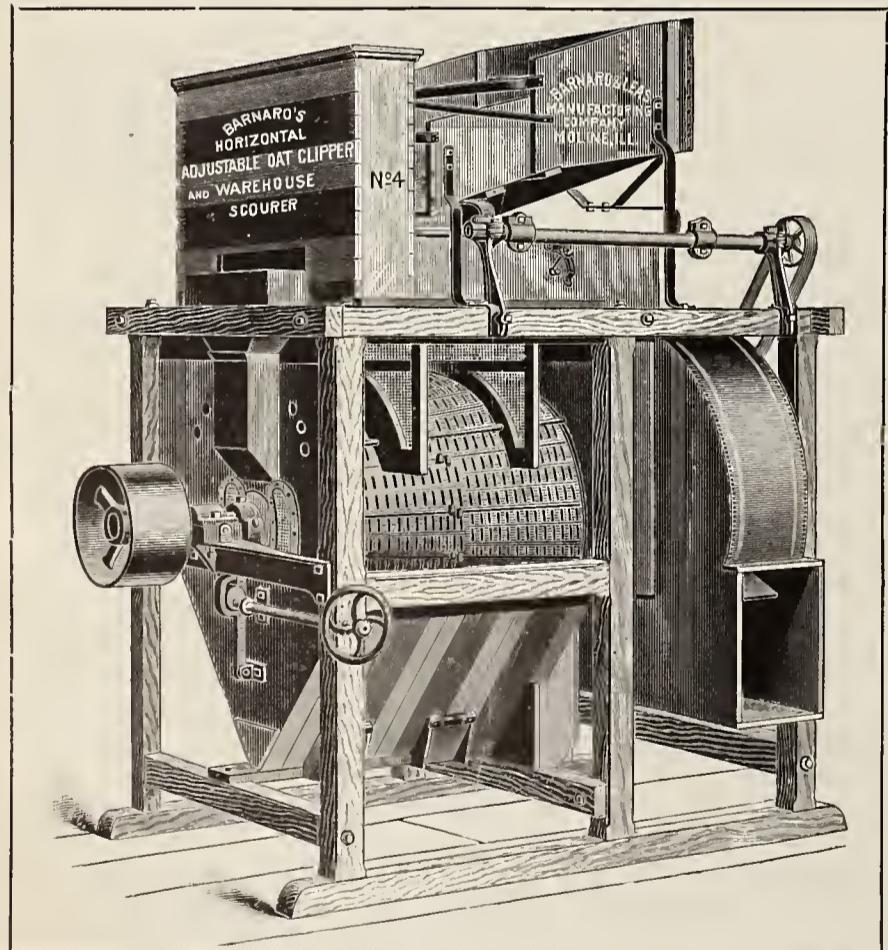
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Barnard's Horizontal Adjustable Oat Clipper and Warehouse Scourer.

Especially adapted for scouring wheat and barley.

Brightens the berry, increases the weight per bushel and raises the grade.

Can be easily and perfectly adjusted while running.

Can be driven from either end, is light running and durable.

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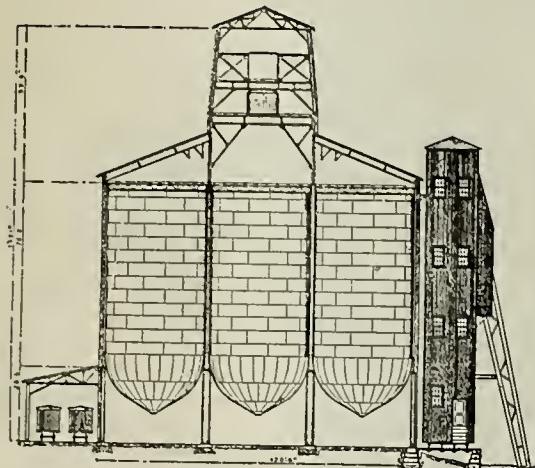
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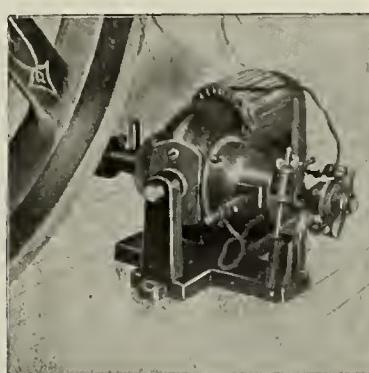
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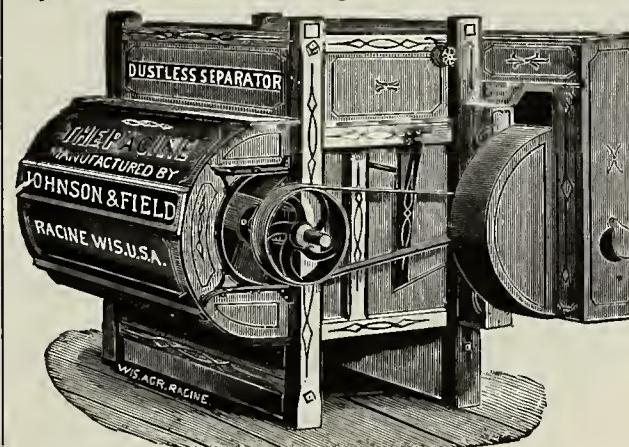


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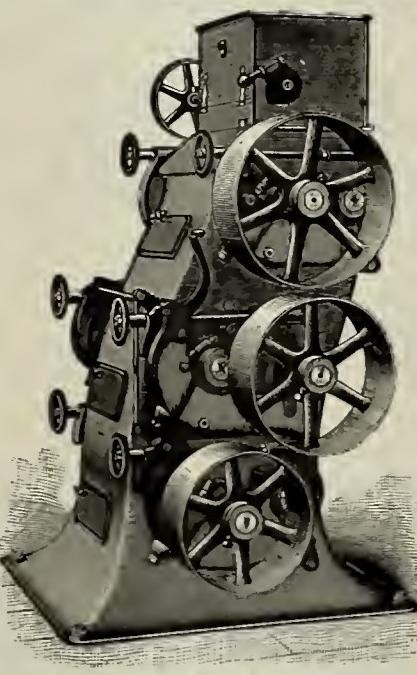
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Is especially adapted for horse power use, is supplied with Patent Governor Pulleys, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

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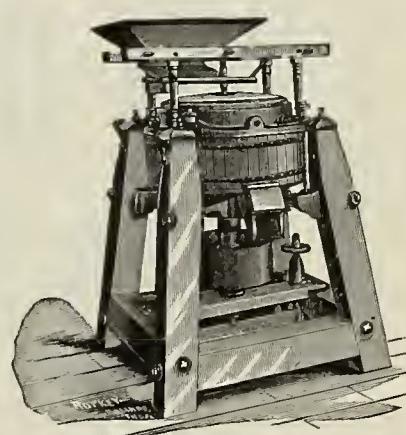
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THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
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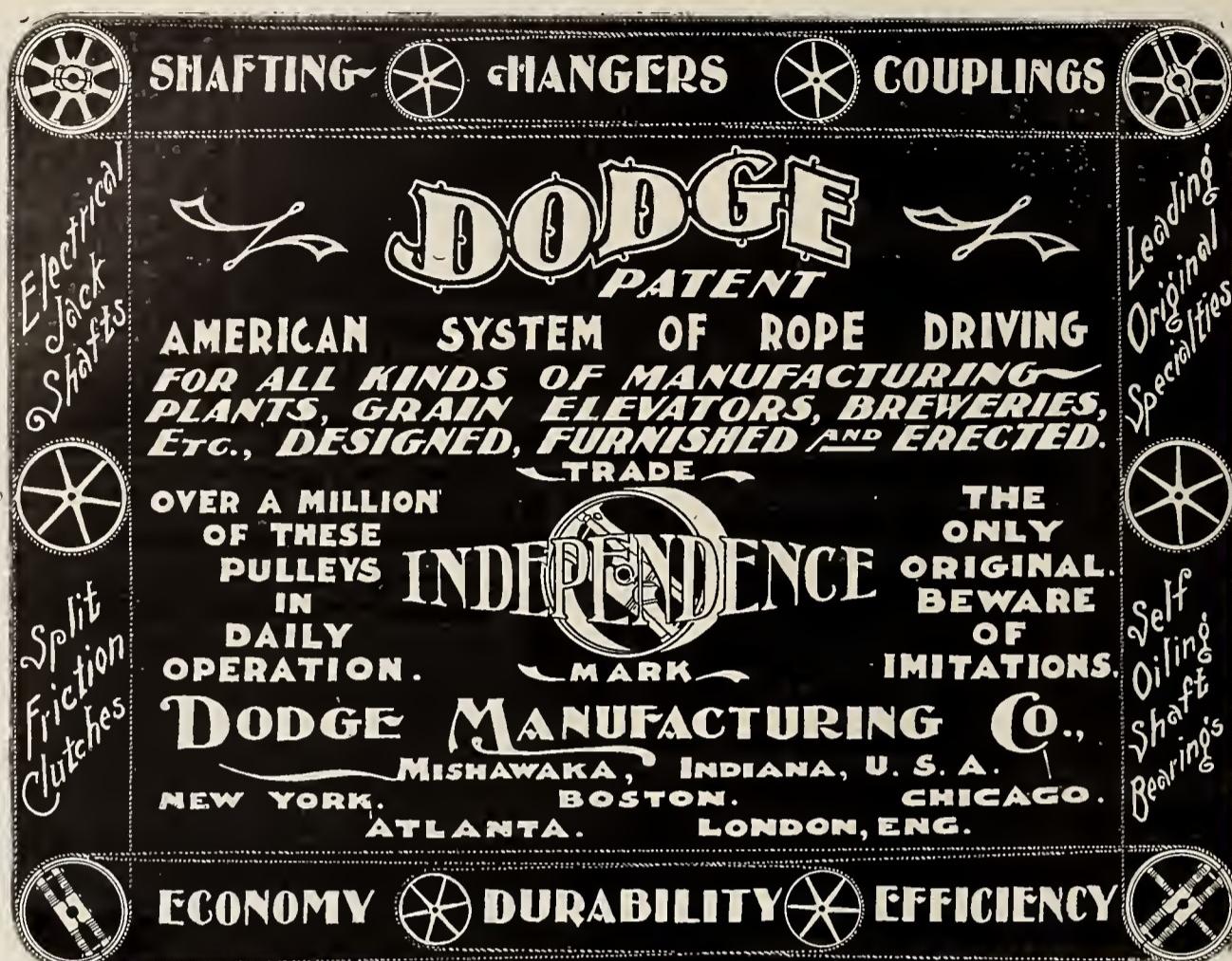
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TWO HIGH GRADE MACHINES.

The New Improved "Eureka" Oat Clipper

CONTAINS IMPROVEMENTS OVER ALL OTHERS.

Large feeding shoe driven lengthwise of machine, thereby avoiding vibration. Large fan driven independent of clipping cylinder. Specially constructed cylinder and case with large clipping surface. Close clipping with least amount of loss. Large discharge opening. Double separator with wide trunks. Feed evenly distributed. Guarantee largest amount of clipped oats with least amount of power and waste.

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Specialties for

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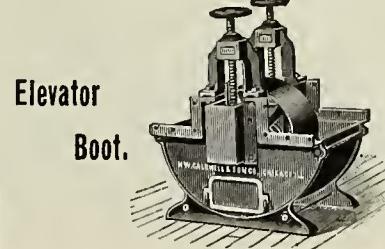


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THE ONLY PERFECT SPIRAL CONVEYOR; with Flight of One Continuous Strip of Metal.



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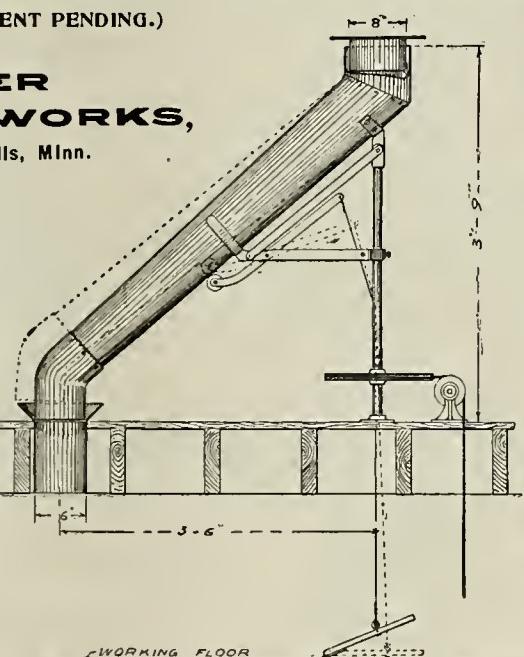
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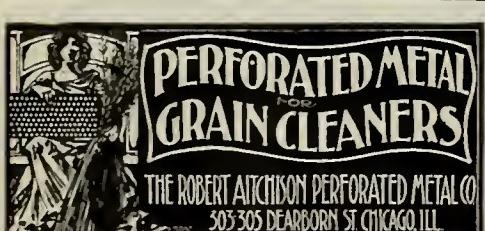
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Made of heavy sheet steel with elbows at discharge end of cast iron which sets into floor or funnels leading to bins, making it impossible for the spout to get out of position and mix grain. By pressing the foot levers to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be made with straight discharge end instead of elbow if desired.



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Elevator Spouting of all Descriptions.



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Write to
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Complete Elevator Equipments.

Conveyors, Buckets, Belting, Wood and Iron Pulleys, Shafting, Grain Shovels, Spouts, etc., in stock for quick delivery. Write us for prices.

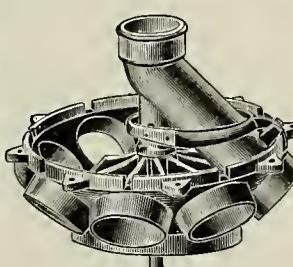
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Hall Grain Distributor and Overflow Signal

ABSOLUTELY PREVENTS MIXING GRAIN during process of distribution between turnspout and bins. Locks automatically. Accurate. Positive. Perfect.

AUTOMATICALLY NOTIFIES OPERATOR WHEN BIN IS FULL,

August wheat 90 cents and light crop. You can't afford to waste it needlessly. Mixing one bushel a day (you probably mix many) for 300 days runs into money. With the Hall Grain Distributor you don't mix a kernel, and it lasts forever. Send for booklet to

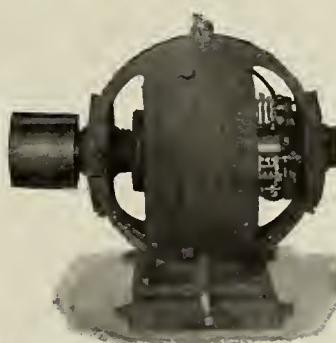


Patented April 17, 1900.

HALL DISTRIBUTOR CO.,
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Roth Dynamos for Grain Elevator Lighting.

Motors for Power Service.



Dynamos suitable for lighting roller mills, 15 lights to 110 lights, 16 c. p. The best, cheapest and safest kind of lighting. First-class machines, requiring very little attention and fully guaranteed. Complete plants furnished with full instructions for setting up and operating. Send for descriptive bulletin No. 106 and prices.

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Dust Protector.
The "Perfection" with Automatic Valve compels perfect protection and ventilation. Improved and Enlarged. Thousands in use. Nickel plated protector postpaid, \$1.50. Clr. Free. Agents wanted.

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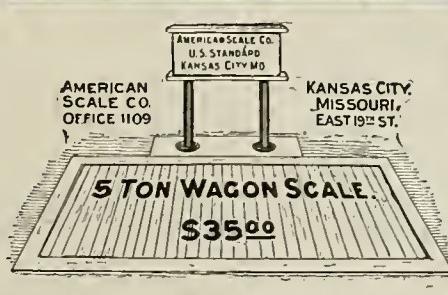
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CATALOGUES FREE; DROP US A POSTAL.

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SOLVES THE PROBLEM OF CRIBBING EAR CORN WITHOUT SHOVELING.



It attracts the most profitable part of the grain business. The Ventilated and Combination Grain Bin is excellent ear corn storage, is rat proof and a tight bin for anything. It requires only $\frac{1}{2}$ foot of lumber per bushel of storage. The reduction in cost of storage compared with even a common, temporary ear corn crib will pay for the Incline Elevator and Dump to fill it.

Dealers having belt elevators would profit by adding our ear corn, oats, wheat, etc., storing facilities. Extensive farmers and feeders would also find improvement and profit by adopting it. Each team elevates the load it brings. Power is always ready and costs you nothing. Will elevate 20 or more of the largest loads per hour.

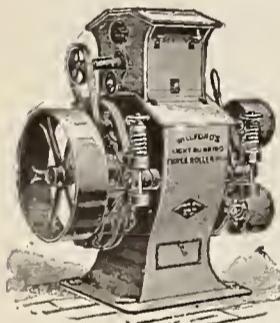
Our Plan for Dealers' Complete Elevator Plants. Less than one-half the investment and one-third the expense of operating an ordinary elevator. Unexcelled for speed, convenience and economy of handling shelled grain and also ear corn for shelling or cribbing purposes. It successfully competes with belt elevators. Plenty of capacity is provided in the hopper bottom shipping bins (which are of the right height to spout direct into cars) for grain purchased for shipment, while ear corn, oats, wheat, etc., are stored in the combination bin below.

\$3,500 will complete a 100,000-bushel plant having twenty 1,000-bushel shipping bins, chute direct from top of building and a number of combination bins with total capacity of 80,000 bushels of small grain or 40,000 bushels of ear corn. Gravity or power cleaners, conveyors, sheller, engine, etc., may be added.

The Incline Elevator and Dump and plan of building have been greatly improved and are covered by U. S. patents. Write for prices and catalog. Come and see.

H. KURTZ & SON, SAC CITY, IOWA.

Willford's Light-Running Three-Roller Mills



SOON PAY FOR THEMSELVES
IN ELEVATORS.....

Because they grind the most feed for the power consumed of any feed mill made; are simple, solid and durable and require very little attention.

Send for Circulars and Prices.

WILLFORD MANUFACTURING CO.,
NO. 303 SOUTH 3rd STREET, MINNEAPOLIS, MINN.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.

Over-Blast Suction Separator.

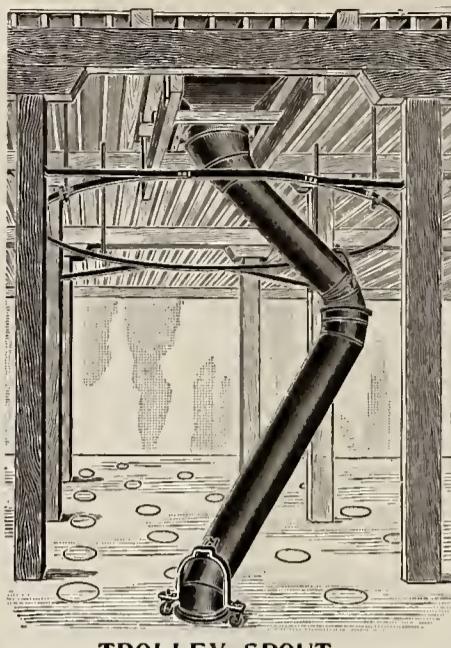
THE
STANDARD
IN THEIR
LINE.

"Grain
Cleaned
to a
Standstill."

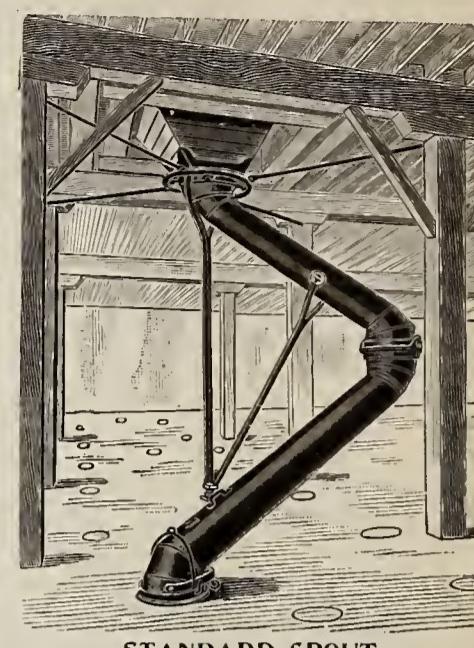


Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**



TROLLEY SPOUT.



STANDARD SPOUT.

D. A. ROBINSON'S Universal Distributing Spouts,

755-765 TEMPLE COURT, MINNEAPOLIS, MINN.

LOAD YOUR CARS WITH THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

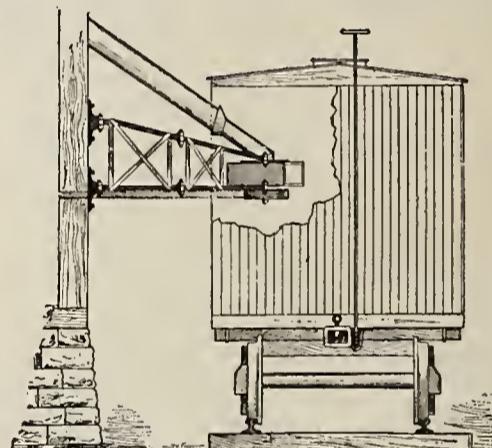
WHAT IT WILL DO:

Loads both ends of car at same time.
Loads a car in twenty minutes.
Saves you its cost in 60 days. Scours and brightens the grain.
Cools grain that is beginning to heat.
Loads more grain in car than can be done by a man with a scoop.
Owing to its peculiar and novel construction it will not crack the grain.
It is impossible to have a choke-up.
Made of iron and steel, it is durable and easy to handle.

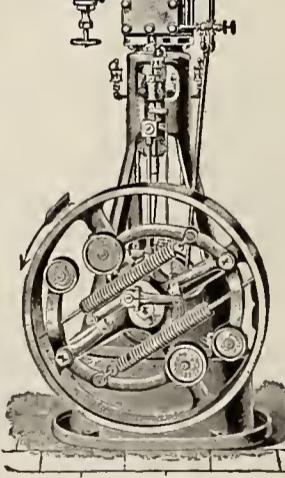
MADE IN TWO SIZES.

SPECIAL SIZES MADE TO ORDER.

WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO **C. W. DOOLEY & CO., BLOOMINGTON, ILL.**



High Grade Vertical Automatic

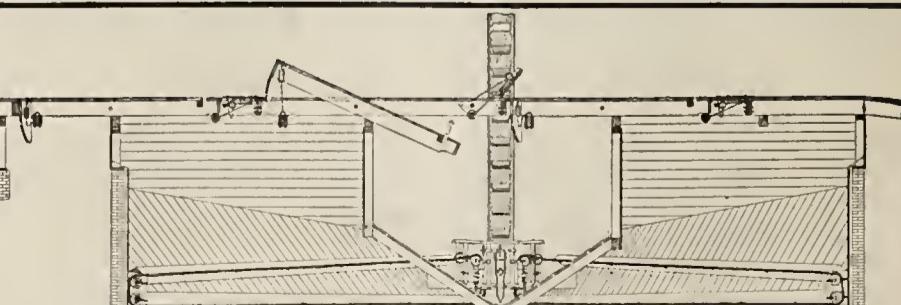


STEAM ENGINES,

For Electric Light or Other Service.

**TROY ENGINE & MACHINE CO.,
TROY, PA.**

Represented by H. S. WALKER,
1502 Monadnock Building, Chicago.



A Constant Grain Feeder Conveying Grain from three Safety Wagon Dumps to one Stand of Elevators.

Made by **B. S. CONSTANT CO., BLOOMINGTON, ILL.** Designers of
GRAIN ELEVATORS and Manufacturers of GRAIN CLEANING and ELEVATOR MACHINERY.

Patent Stretched Elevator Belting.

Write
For
Prices.



Will
Give You
Prompt
Attention.

THE GUTTA PERCHA & RUBBER MFG. CO.,

96 and 98 Lake Street, Chicago.

CORN BELT EAR CORN GRINDER

Grinds Ear Corn and all Small Grain
Into Good Stock Feed.

It is the only machine that grinds ear corn satisfactorily with light power, such as is usually available in grain elevators.

Guaranteed to grind more ear corn per horse power than any grinder made. Notice construction of grinding parts. Cuts the cob instead of crushing. This saves power and grinds the cob as fine as the corn. Runs at low speed, from 50 to 300 revolutions per minute, according to power. This saves power and does not heat the grain or the boxes.

The parts exposed to wear can be removed and replaced with very little trouble or expense. This is an important feature.

The Corn Belt is a winner and up-to-date in every respect, and you ought to see it grind.

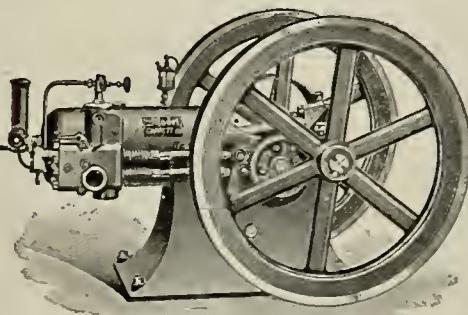
For particulars write to

**SPARTAN MFG. CO.,
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Mention the GRAIN TRADE.



The MODEL GAS AND GASOLINE ENGINE.



Unexcelled in

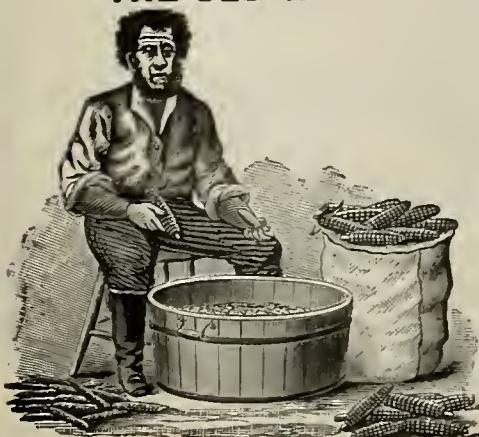
Simplicity, Durability, Economy,
and Reliability.

It always pays to buy the best, the simplest and the one that costs the least to operate and keep in repair.

Write for catalog and guarantee
on fuel.

GARRETT GAS ENGINE CO., Garrett, Ind.

THE OLD WAY.



For NEW and BEST Way

ADDRESS

UNION IRON WORKS,

DECATUR, ILL.,

Manufacturers of the CELEBRATED

Western Shellers and Cleaners

The "Best in the World."

Elevator Supplies of All Kinds a Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences. Don't BUILD until you get our Plans and Prices.

Write for Catalogue.

The Adjustable Elevator Dump.



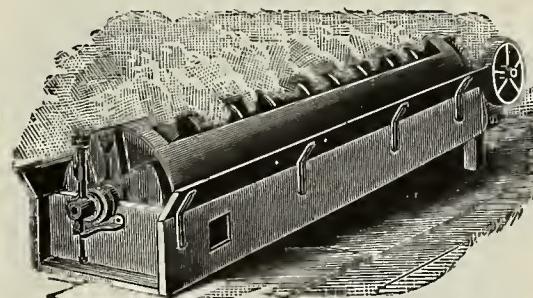
LOW-WHEEL WAGON ON DUMP.

WE claim superiority over all other dumps in giving all wagons enough pitch so that the grain will leave the bed freely, and in letting them down in the dump easily. They occupy less space, are simpler in construction, more durable, and can be placed on all sill dumps now in use without changing trip or pins that sills are hung with.

STOCKWELL, IND., May 30, 1900.
SIMS BROS., Paris, Ill.
Gentlemen—Yours of May 28, asking what we think of the Adjustable Dump, at hand. Would say in reply that we have given it a thorough test and are very much pleased with it. We think it a great improvement over all other dumps we have had any experience with and will be glad to recommend it to all who are interested in elevators, as easy to operate, easy on wagons, and as giving all wagons the same pitch when dumped, so that grain leaves the bed freely. It is just what all farmers, and all who want the best dump, will like. I remain Very truly,
R. M. WILKINSON.

SIMS BROS., MANUFACTURERS AND PATENTEES, PARIS, ILL.

DAMP WHEAT can be PUT in CONDITION for GRINDING or STORAGE



STEAM DRYER,

Which is also a successful Wheat Heater or Temperer or Dryer for Washed Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying

CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

Grain Elevator Machinery and Supplies.

Wagon, Hopper, Portable and Dump Scales.



Gas and Gasoline Engines of all sizes. Carry full stocks and can furnish you complete elevator equipment on short notice.

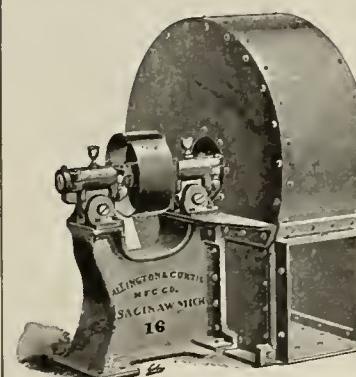
C. D. Holbrook & Co.,
305-307 Third St. S. Minneapolis, Minn.

Fans and Dust Collecting Systems

FOR

Elevators.

COLLECT YOUR DUST AND SAVE EXPLOSIONS.



The Allington & Curtis Mfg. Co.
SACINAW, MICH.

1900's Prize Order



In April we received it—1900's prize order.

It came without solicitation. It came without competition.

It came without puff, pull or parley.

It came as naturally as a needle flies to the magnet.

It came because there is no Grain Cleaning Machinery in the world that can beat the Monitor machines.

The order was for forty of our largest Monitor Cleaners, including our Monitor Warehouse Separators and Monitor Warehouse Clippers.

This order is to equip the model cleaning house of the largest elevator in the world.

There is a moral in this order, a moral that every elevator or milling man should ponder over.

What grain cleaning machinery house can point to such an instance of superlative confidence in its product?

There are reasons for it, however.

When other concerns were cutting down the quality of materials during the recent hard times, we maintained our standard, "ahead of all others," even though expenses "cut to the quick."

While others cut prices to meet the cut in quality, we kept our prices up to our quality.

While others "rested on their oars," we kept on adding improvements in type and construction.

Our faith has been justified.

Three-fourths of the large cleaning houses that have been erected in the United States in the past five years have been fully equipped with Monitor machines.

Never before in our history were we compelled to start night work in the middle of April, as we had to do this year.

It is this moral rightness of quality and our rightness of price, that has made it the most natural thing in the world that 1900's prize order should have come to us without puff, pull or parley.

Let us send you some interesting literature.

*Let us talk to
you about the Monitor.*

HUNTLEY MANUFACTURING CO.,
SILVER CREEK, N. Y.

THE AMERICAN ELEVATOR AND GRAIN TRADE.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XIX.

CHICAGO, ILLINOIS, JULY 15, 1900.

No. 1. { ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.

A NEW ENGLAND GRAIN ELEVATOR AND GRIST MILL.

Lawrence, Mass., being a distributing point for stations upon the B. & M. R. R., the firm of H. K. Webster & Co. (established in 1868) recently erected there a 35,000-bushel elevator in addition to their extensive storehouses, in order to economically handle their increasing trade. The building, which is shown in the illustration, was constructed as a grain elevator with mills for grinding corn, rye, wheat, oats and grist. Its dimensions are forty feet square, and it is about ninety feet high from cellar to top of tower. The foundations are of granite and the first story brick, above which is the regular elevator construction, consisting of 2x5 inch spruce planks laid flat and well spiked throughout. The partitions are of the same construction. Above the brick work the building is covered with galvanized iron clapboards, while the roof is slated. There is consequently no wood exposed to the weather—a matter of some consideration with the insurance companies. The stairway is attached to the east side of the building, leaving the interior bin space unobstructed.

An eighty-ton track scale is used for weighing cars and is situated directly in front of the elevator sink. The car is unloaded from the scale, thus saving any shifting of the car to ascertain the net weight. The track scale, as well as a platform on the front side, are covered by a wide shed unsupported by any posts but suspended from hooks securely fastened at the intersection of bin partitions and wall by means of 1-inch iron rods.

The power is located in the basement and at present consists of a Westinghouse Gas Engine. The mills are upon the floor immediately above,

while the bolting apparatus is placed in the tower.

The main elevator belt carries grain to the top of the tower, where it passes through a cleaning machine and is then distributed by means of turntable and spouts to any part of the building or

with matched boards, form the hopper, reaching from the sides of the bin to the 3-foot opening, in which is placed a steel hopper with an 8-inch mouth. The bins are therefore square, with but one center outlet. Now, it is well known grain

drawn from a hopper bin runs "streaked."

Upon drawing out the grain, it forms into a deep cone shape inverted at the top and the heavy particles settle first. Numerous methods have been suggested to overcome this trouble, all pointing to the desired object of drawing from the bottom of the bin instead of the top, but we have never heard of the following plan which Messrs. H. K. Webster & Co. adopted as an experiment and which seems to have proven a success:

Four feet above the mouth of the hopper each bin is practically subdivided into four smaller bins by a regular plank bin construction to a height of five feet. The planks cross directly over the outlet and form a strong support for the grain pressing down from above. The lateral pressure of the grain tends to form an arch bridge wherever a base is presented. This plank construction five feet deep furnishes just such a base, and as the bin is emptied the grain settles down gradually from the bottom instead of rolling down the cone from the top as it would with no support at the center. In proof of the practical value of this plan we quote from a letter just received from Messrs. H. K. Webster & Co. as follows:

"Being pressed for room lately we put into one of our bins temporarily a carload of fine middlings. Anyone with practical experience would say that with only an 8-inch round opening for an outlet middlings would not run free. In this case the feed caused no trouble at all, though lying undisturbed for some two weeks or more; and we can only account for this



H. K. WEBSTER & CO.'S GRAIN ELEVATOR AND GRIST MILL AT LAWRENCE, MASS.

through the long iron pipe outside leading to a screw conveyor running the entire length of the storehouse adjoining. This pipe is on the opposite side of the building shown in the picture.

The hoppers of the bins rest upon hardwood cross timbers, which are so placed as to leave an opening 3 feet square. Planks, 12x5 inches in size, lined

lately we put into one of our bins temporarily a carload of fine middlings. Anyone with practical experience would say that with only an 8-inch round opening for an outlet middlings would not run free. In this case the feed caused no trouble at all, though lying undisturbed for some two weeks or more; and we can only account for this

fact by the presence of the plank support over the month of the hopper."

The tower as well as the meal room is connected with the main office by private telephone system. The building is equipped throughout not only with modern machinery but with every possible convenience for loading and unloading cars (including power shovel and car puller) and for the delivery of milled products to teams in connection with their large retail business.

The elevator above described is but a part of an extensive plant, it being surrounded on three sides by other buildings of one and two stories in height devoted to the various departments of the business. Besides grain, the firm handles also all kinds of farm supplies, including machinery.

STEEL TANKS AT SANDUSKY.

The Rosenbaum Brothers' elevator in the B. & O. yards at Sandusky, Ohio, may be enlarged by the construction of steel storage tanks. Some time ago it was proposed to build a new elevator of 1,000,000 bushels' capacity. This plan was abandoned owing to the difficulty in securing the land needed for such a structure. In place of it, ten large steel tanks are proposed, each with 40,000 bushels' capacity. The elevator having itself 300,000 bushels' capacity, the total storage capacity would thus be increased to 700,000 bushels.

THE CENSUS AND THE CROP REPORTS.

The importance of accuracy and thoroughness by the enumerators and by farmers making answers to the enumerators' questions as to farm statistics will hardly be overrated when it is understood by the grain trade that these statistics, taken decennially, are used by the agricultural department as a new decennial starting point or basis for crop reports. So this year, unless there should be strong evidence of the general worthlessness of the statistics obtained by the late farm-to-farm visitation, these statistics will be adopted by the Agricultural Department in lieu of the previous estimates of the crop of 1899.

The Crop Reporter issued by the secretary says that the department's crop correspondents do not make independent and definite quantitative reports for each and every year; but only comparative reports on a percentage basis with the acreage and production in the same locality the year before; so that these periodical estimates, so important to the trade, ultimately run back to the nearest previous census statement of acreage and production as their basis. The system has its obvious advantages, but is open to the objection that the cumulative effect of a persistent tendency to overestimate or to underestimate is likely to throw the reports more and more out of line as the census year or foundation estimate recedes. As to this, the Crop Reporter says: "The census occurs too infrequently to afford the desired opportunities of correcting or verifying the department's estimates by the results of an actual canvass. This was shown by the census of 1890. While the department's estimate of the combined acreage devoted to corn, wheat, oats and hay in 1899, the year covered by the census, differed only 3.1 per cent from the combined figures of the census, based upon an actual farm-to-farm visitation, the differences in the case of some of these crops, considered separately, were much more considerable."

"These differences were distinctly traceable to the faults of the system, and notwithstanding that various new agencies, including the employment of special traveling agents, have been brought into requisition for the improvement of the department's crop-reporting system, no surprise need be felt if it should be disclosed by the census of 1900 that the various fluctuations in the production of the principal crops during the last ten years have not always been so accurately reflected in the reports of the department as to prevent the existence at the close of the decade of a more or less marked

difference between the department's estimates and the actual acreage and production, as ascertained by the census."

J. C. MURPHY.

A few men obtain success by pyrotechnic methods. Lucky "strikes"—which are always accidental, or, at least, of the nature of accidental opportunities—bring them unearned wealth; and public advertisement of their good fortune unmakes many a plodding boy, who is led to forget that these men are only the exceptions to the rule that success is always based on industry and a personal equipment of technical and trade knowledge.

J. C. Murphy, with the Webster Manufacturing Company of Chicago, was born at Madison, Wis., in 1866, and was taken by his parents in 1870 to Creston, Iowa. Here at the age of fourteen years he entered the mechanical department of the C. B. & Q. R. R. Co., remaining with that company for ten years, and then resigning to accept a position with the Central Pacific R. R. Co. at Sacramento, Cal.

It was during his California experience that Mr. Murphy became interested in elevator and grain handling machinery, to the study of which he applied himself with enthusiasm. The result of this



J. C. MURPHY.

interest was that he gave up distinctively railroad work and formed a connection with Barnett & Record and the Link Belt Supply Company, elevator builders and furnishers of elevators, at Minneapolis, which city Mr. Murphy made his headquarters. His business was the planning of elevators and the selling of machinery in Minnesota, Iowa, Wisconsin and the Dakotas. He succeeded in building up a nice trade; and about six years ago he formed a connection with the Webster Manufacturing Company of Chicago, with headquarters at Chicago.

Although Mr. Murphy entered the Chicago field a stranger, he has had no trouble in holding his own and in maintaining the high position in the trade always held by the Webster Manufacturing Company. He has planned, at least, his fair share of the new elevators of this territory and sold machinery in Illinois, Indiana, Ohio, Michigan, Iowa and Missouri. His uniform success as a salesman and designer of elevators Mr. Murphy attributes to the fact that on taking up the grain machinery line as a profession he first thoroughly familiarized himself with everything pertaining to the line, especially with what would give the best practical results, which, after all, is what tells in the long run. He was thus able not merely to interest but to instruct his customers on practical lines and to make positive statements and give definite details as to power, capacities, cost and the like, as well as to combine practical utility with theoretical interest in the designing of elevators. These cultivated gifts, combined with a due proportion of natural courtesy and geniality of manner, have won for him a definite place in the elevator

machinery trade which is to him a permanent personal asset of the highest value.

SUGGESTIONS TO GRAIN DEALERS.

[A paper read by James R. Dalton of Chicago, at the annual meeting of the Illinois Grain Dealers' Association, June 13, 1900.]

Men who are interested in the same line of business can, and do, accomplish a great deal of good by combining and coming together as we are doing here.

There are a number of things which grain shippers are entitled to, but which they do not receive. The rates you pay to railroads on grain and seed shipments are high, and you are entitled to a great deal of respect and consideration from the carriers of your purchases. At every town in the Northwest there is a stock yard kept up in good repair for the use of stock shippers. Shippers of this kind are given fast runs and everything is done for their comfort and convenience. With each car of stock transportation is given to the party in charge. Do you get transportation from your town to the adjoining one? No, you do not; and you do not want such favors if they will treat you right otherwise. When there is any stock to go forward the freight agents of the different roads are aware of it, and before it is ready to go they drive to or with the farmers or feeders for days at a time, spending their time and money like princes to secure the shipments. This expense is not incurred in getting your business. To you, much heavier shippers, they pay little or no attention. Yet you furnish the railroads with storage room until they can or will furnish you with cars to carry your grain to the market.

I claim that if the grain shippers of Illinois and adjoining states were strongly combined the railroads would be obliged to pay you a fee per bushel for all grain handled through your elevators, or furnish storage capacity themselves. This object could be accomplished through a uniform effort on the part of your representatives at Springfield and other state capitals. Your representatives would not hesitate very long to support a bill of that kind if a solidly and thoroughly organized body of grain shippers demanded it.

Another thing you should receive is a clean bill of lading. If you weigh and load 1,500 bushels of oats into a car, the railroad should receipt to you for just that much; and if there is a shortage in transit, or at destination, it is their lookout. When a grocer consigns six boxes of soap, they give him a receipt for that many boxes, and if only five are delivered, they must either find the sixth or pay for it. If they will not accept your affidavit as to what your car contains, let them put in track scales and instruct their agents to first weigh empty cars and afterward weigh when loaded. The above also could be accomplished by the men whom you elect to look after your interests.

Our inspection department should be taken out of politics. At present the chief inspector is appointed by the governor, and the former appoints his deputies. You can readily see what a nice place it is to help pay off political debts. Each change of governor gives us nearly a complete change of inspectors. This is not right. The department should be under the jurisdiction and supervision of the Board of Trade and civil service rules should emphatically govern. Shippers in Illinois could use persuasion before election to remedy this.

It would pay every grain man in this state to become a member of this organization, if only to help attain the objects I have mentioned. I would suggest that all grain traveling men act as solicitors for this organization, with the object of securing all the members possible.

You shippers have one other great trouble to contend with, and that is the man who has not a dollar invested but who occasionally buys a lot of stuff and loads into cars; also the farmer who ships his own grain. You would all like to have this sort of competition wiped out, and I do not blame you. I have said for the past ten years to my shippers

and friends who are troubled in this way, "Try to buy the grain before it is loaded. If you cannot do so, try again afterward. Offer the full market price less commission. If this does not buy it, offer the full market, and if the grain comes to us with an explanation of the facts, we will charge you no commission." This offer, of course, cannot be made since our new rule went into effect. I deem it our duty and the duty of all strictly commission men to help stamp out this evil. You have other troubles to contend with but the ones I have mentioned I think are the greater.

If you will bear with me a few moments longer I would like to mention one other subject. It is only a few years ago that the grain shipping business was a comparatively profitable one. A great many of you will remember this. Now, elevators are for sale anywhere. At present a shipper having but one station can hardly make a living. You will all agree with me in this statement. You will also agree with me that there is something wrong. In my opinion the sooner grain men as a body stop selling your stuff on track, the sooner present conditions will be bettered. You are all buying your stuff too close. A great deal of it is bought without any margin whatever.

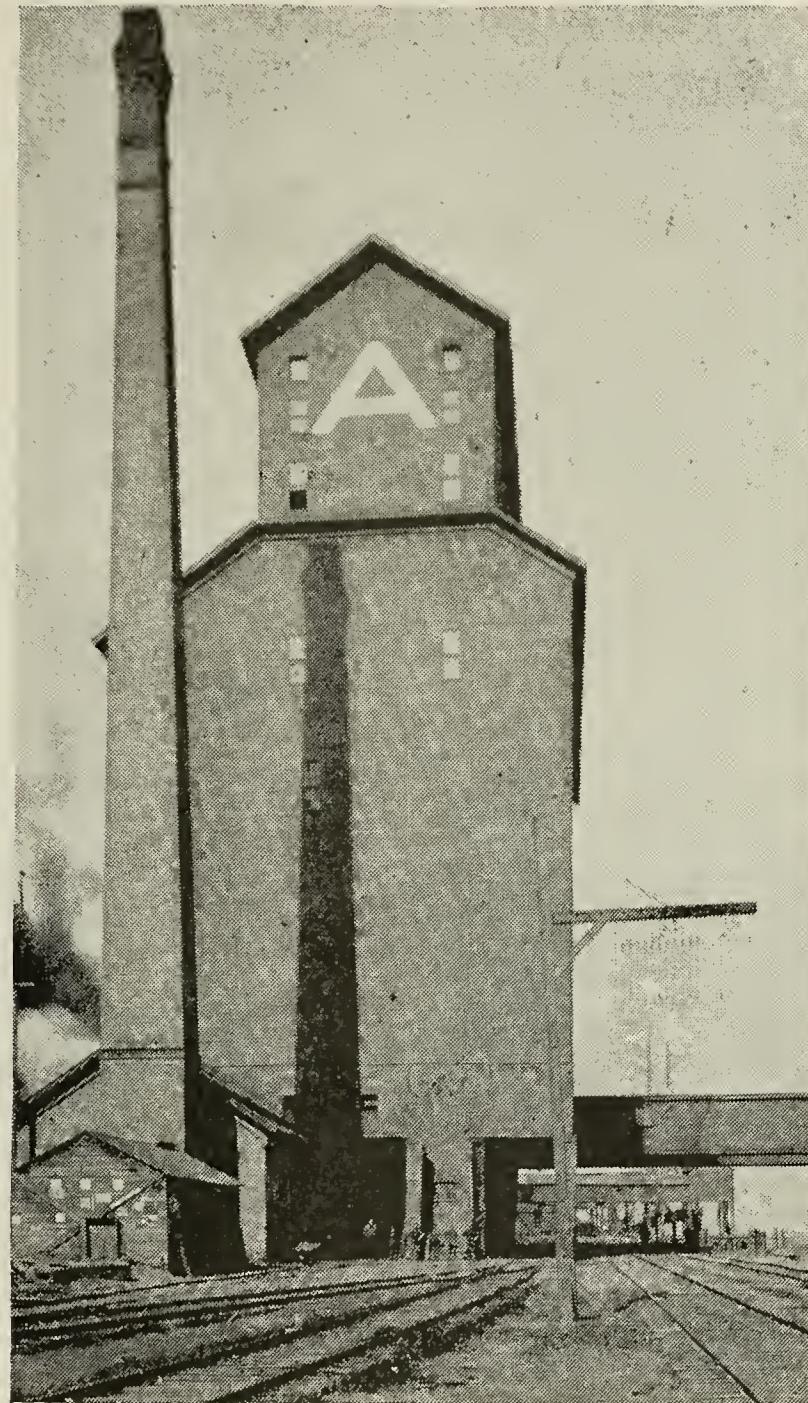
When you receive your mail in the morning the first thing you look at is the track bids and on them you base your bids during the day. If you continue to sell on track you will ultimately do away with the commission men, who are your real, true friends, and who wish you to be successful in every way. It is to their interest to have you make money and be prosperous in your business. While the commission men remain in the trade, the track buyers cannot abuse you very much. You always have the former to fall back on. Contemplate for a moment the conditions with the former out of business, and then contemplate what fine markets we would have if the people who are at present buying on track were forced to make their purchases on the Chicago and other boards of trade. They would be jumping over each other raising their bids. Then good work and attention at the other end would be repaid and appreciated. Notwithstanding the dozens of bids received by shippers, I have some who still adhere to the old method of consigning and I want to say that these men are among the biggest money-makers in the business.

Five firms are now exporting Texas grain.

SOME TACOMA ELEVATORS.

As one of the three chief outlets of the Pacific Coast Northwest, Tacoma, Wash., is enjoying all the prosperity of a rapidly increasing foreign trade.

Elevators A and B have for some time been substantial features of the city's water front. The A house, operated by the Tacoma Grain Company, has a storage capacity of 500,000 bushels of grain, the building being 150x152 feet on the ground and 75



ELEVATOR "A" AT TACOMA, WASH.

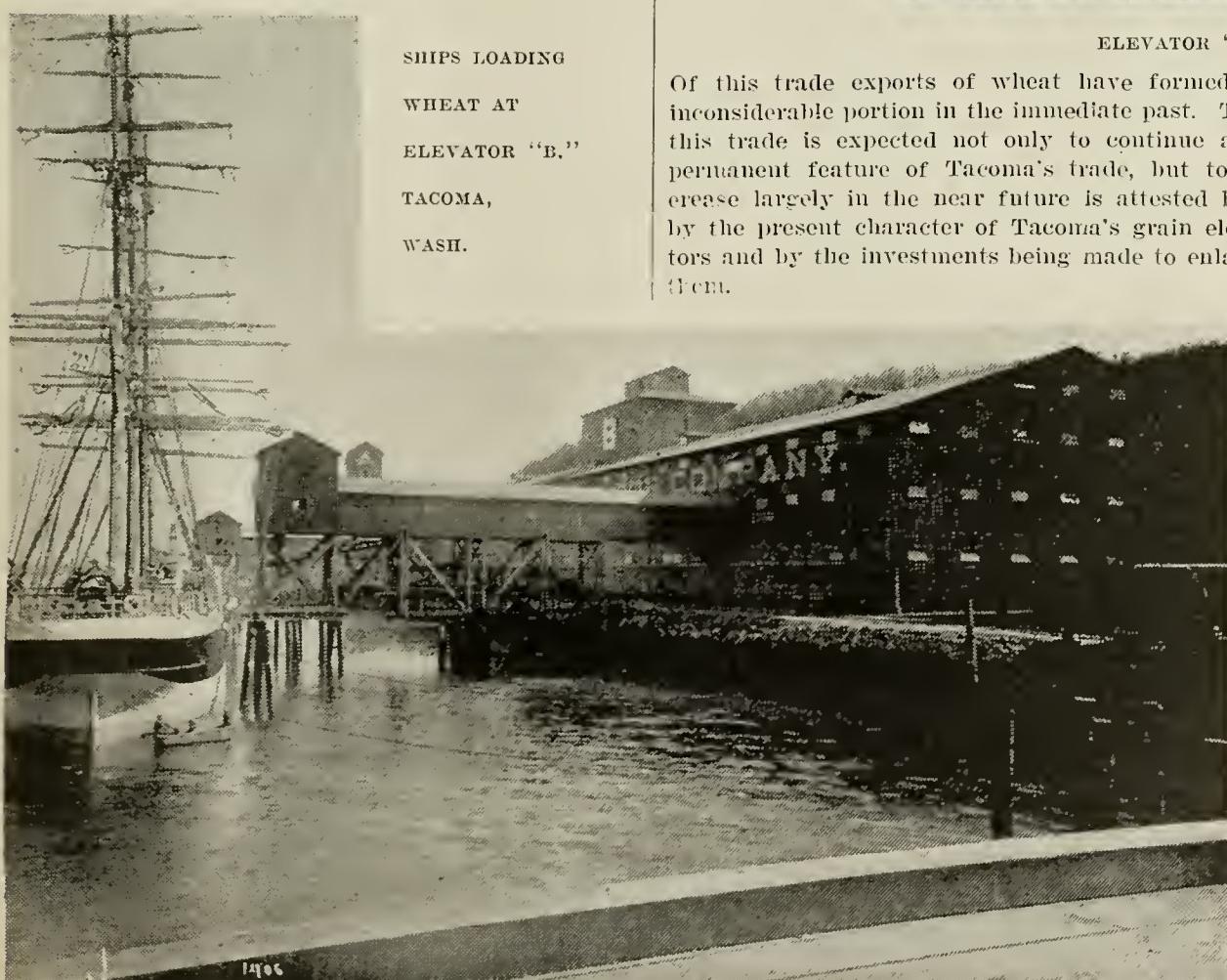
Of this trade exports of wheat have formed no inconsiderable portion in the immediate past. That this trade is expected not only to continue as a permanent feature of Tacoma's trade, but to increase largely in the near future is attested both by the present character of Tacoma's grain elevators and by the investments being made to enlarge them.

feet high. Elevator B is 525x120 feet on the ground and four stories high, giving storage capacity for 1,250,000 bushels of grain. To the original house a working elevator was recently added, with storage capacity of 20,000 bushels.

In addition to these elevators, the Northern Pacific Railroad Company is now building a grain house 1,700 feet long in three sections, each to be occupied by a different firm. Two sections of 750,000 bushels' capacity each will be used by Balfour, Gunthrie & Co. and G. W. McNear & Co., respectively, while the third section of 500,000 bushels' capacity will be operated by Kerr, Gifford & Co. This triple house is expected to be ready for use during next month.

We are indebted to the Tacoma Daily Ledger for the above facts and for the illustrations of elevators "A" and "B."

The manufacture of glucose from corn has increased enormously of late years. Originally it was commonly in liquid form and was used as an adulterant of syrups, in making cheap candy, jams, etc., replacing so much cane sugar. England is now a large consumer of glucose sugar, that country, although growing neither the fruit nor making sugar, being a large consumer and heavy exporter of fruit jams. Glucose sugar is even cheaper than bounty-paid German beet sugar. In the United States 500,000 tons of cane sugar are replaced by so much glucose sugar, it is said.



SHIPS LOADING
WHEAT AT
ELEVATOR "B,"
TACOMA,
WASH.

THE RELATION OF THE COUNTRY SHIPPER TO THE TRACK BUYER.

[A paper prepared by E. W. Seeds of Columbus, O., and read before the annual meeting of the Ohio Grain Dealers' Association, on June 13, 1900.]

Before considering this subject it may be of advantage to give a moment's thought to the trade in the days before the advent of the track buyer, say twenty-five or thirty years ago.

Then the shipper bought his grain at prices based wholly on the seaboard market, or the price being paid by some large speculator at an interior point of accumulation, such as Cincinnati, Cleveland or Buffalo. He figured on a margin of five to ten cents per bushel in making his transactions. He consigned all grain to some commission firm to sell for his account and when accounts were finally returned, usually from thirty to ninety days after he had purchased the grain, his large margin was often wholly wiped out, and many times a large loss was added, by the market's changing during the long time he was obliged to own the grain. Only men of large means could afford to take the risks of the trade or furnish the money necessary to handle it, and the trade was consequently confined to a few.

To-day the shipper, if he is honest and careful, wants but little capital, and he need not take the risk of the market for a day unless he wishes to do so, so great is the change in methods; and these are due almost solely to the track buyer and the general speculator. The track buyer is the connecting link between the country shipper and the consumer, and the intricate machinery that has been developed for the handling of grain products cheaply, and is just as necessary in obtaining best results as is the belt connection between the engine and the thrasher when a crop of wheat is to be garnered. Formerly the interior wants of Pennsylvania and New Jersey were supplied by reshipment from Philadelphia; of New England by reshipment from New York and Boston; of the South from Baltimore and Richmond, and so on; while now, through the medium of the track buyer, all this territory is immediately available to the Ohio shipper as a market, and, in fact, furnishes an outlet for most of his shipments.

The business of the shipper and that of the track buyer, or distributor, are of an entirely different character; in fact, they are different businesses, and I do not believe they can be united with best results, any more than the business of growing and shipping grain should be united. That the relation of the shipper and track buyer should be cordial no one will deny, and if we can suggest anything that will promote such relationship we shall be satisfied. Let us figure for a moment what each should be.

The shipper should have the best elevator his means and the amount of business to be done will justify; and it should be equipped with sufficient machinery to handle grain cheaply and put it in the best condition for his customers. He should have a large hopper scale or a track scale under cover, and be sure that every shipment is carefully and properly weighed and loaded into a car that has been thoroughly coopered and is in good condition. Such care will avoid shortages to a large extent. When, however, such a claim is presented to you, don't jump at once to the conclusion that you are infallible and the buyer dishonest, but investigate carefully and give the track buyer all the information about the matter you can. It is to his interest always to protect you against an unjust claim. Invoice your grain honestly; that is, at actual weight. Shippers are sometimes accused of adding one per cent to the invoice to cover their guarantee; and I have had confession of such acts from shippers of otherwise good reputation. How any reputable man can be guilty of this, a criminal offense under our statute, I cannot comprehend; and besides the moral offense, such practice has done more perhaps than any one thing to multiply shortage claims and to incline buyers to insist on their payment even where weights at destination were not of the best.

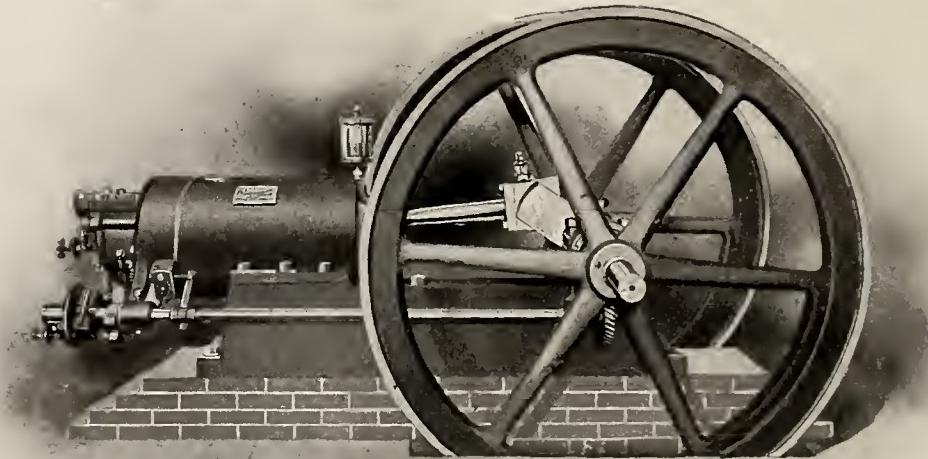
Devote your attention to the elevator business strictly. How about the scoop-shovel man? Our Association blacklists him, remember; still, we may want to think of him a little later.

The track buyer should be a wide-awake man, devoting all his time and talent to the business. He should be in close touch with all the general markets, as well as with every section of the interior where he may possibly find a profitable outlet for the grain from his territory. It is his business to find markets, and the best ones for his shippers, whom he should keep thoroughly posted and treat in every way as friends and not as victims to be plucked as occasion offers. As a rule, he buys over a limited territory and depends almost solely on that for his trade, while the whole East and South is open to him as an outlet at different times, if he is energetic; and that he must be, or fail of success. He must insist that his shippers are treated fairly in the matter of claims, as well as insist that the shippers pay claims when just. He is between the fire of the shipper and consumer in these matters, and should insist on such settlement as he believes just after full investigation. He must, of necessity, practically serve as arbitrator between his customers East and West in the matter of claims; consequently, a buyer of sound judgment and unquestioned fairness is the better one for the shipper to trade with, rather

every shipment; treat such claims as are presented fairly and investigate fully; sell only to regular buyers who are in the market practically all the time and who keep him well advised and are reliable in every way. That the track buyer trade only with reliable, well-equipped and careful shippers, on whom he can depend fully in every way, leaving entirely out of consideration the farmer, the scoop-shovel man, the unreliable or tricky shipper; keep his customers as well advised as possible of market conditions at all times; and when changes in values occur, treat them as friends and not as victims to pluck. Such a course, it seems to me, would in a short time correct many of the evils of the trade as it exists to-day. If you force the unreliable and scoop-shovel dealers on the one side to trade with the tricky and occasional buyer on the other, you will soon eliminate both, to the very great advantage of the better elements of the trade. It pays to do right, anything worth doing at all is worth doing well.

WITTE GAS AND GASOLINE ENGINES.

Our illustration shows the latest product of the Witte Iron Works Co. of Kansas City, Mo. It is one of their horizontal gas and gasoline engines, as now made in their fine new factory at Fifth and



WITTE HORIZONTAL GAS AND GASOLINE ENGINE.

than the man who cannot be depended upon, even though the latter will sometimes offer $\frac{1}{8}$ or $\frac{1}{4}$, or even $\frac{1}{2}$ cent, more for the grain. It pays to trade with people on whom you can depend.

We have also a class of so-called track buyers in Ohio that corresponds very closely with the scoop-shovel man among shippers. He sometimes operates an elevator, and during certain seasons of the year he arranges to act as broker for some firm as the seaboard or elsewhere, just as the scoop-shovel man slides into your station when a large crop is moving briskly. What shall be done with him? How shall the buyers and the shippers treat him, and also the fellow who locates in your town to buy a few cars during a busy season and follows some other business the remainder of the year? Is it any better or worse for shippers to engage in this sort of thing, or to sell to or in any way recognize such track buyers, than for the legitimate track buyer to trade with the scoop-shovel man or even buy direct from farmers? No reputable track buyer, so far as I know, offends in the above-named way. I believe quite a little effort is being made by our Association to eliminate the scoop-shovel man. Why not oust the other class with him? When shippers attempt to work the customers of the track buyer, he is sometimes greatly tempted to put in a man to buy directly from the farmer. Either of these acts is demoralizing to the trade and not profitable in the end.

To sum up, I suggest the following as likely to obtain best results for all: That the shipper properly equip himself for his business of buying and shipping grain; conduct his business honestly and with great care as to the weight and quality of

Penn streets. It represents the highest result of their ten years' experience in this line of manufacturing.

The Witte Company make nothing but gas and gasoline engines, but as they make these in large numbers, with nothing else to detract from their efforts, they firmly believe that they are able to give the best possible service for the least possible money.

The engine shown in the cut is of the horizontal type, with two flywheels, built very similar to the well-known center-crank steam engines. All gears, valves, etc., are at the cylinder head end, where they are easily accessible.

The machine is built in parts so that any defective piece, or any part broken by accident, may be removed and replaced with a duplicate ordered from the factory by number. It is well finished and is guaranteed for five years from date of sale. No real improvement known to modern gas engines is lacking, and it conforms to all insurance rules and state laws with regard to handling its fuel, etc.

A remarkable record was recently made at South Chicago, showing the capacity of that port. A steamer began unloading 2,600 tons of coal at 7 o'clock a. m. and at 8 p. m. of same day sailed with 85,000 bushels of corn on board.

Artist—I had to sell my agricultural painting for \$4. Artist's Friend—That's highway robbery. What made it go so low? Artist—Well, a commission merchant on the art committee claimed there was only \$2.50 worth of corn in the whole thing.—Cleveland Plain Dealer.

W. B. BOYD.

W. B. Boyd is a native of Indiana, having been born in the city of Lafayette in 1863. He grew up and was educated in the common schools here, and on attaining his majority went to Kansas. He was married at Wichita in January, 1889, and then returned to Lafayette.

In casting about for an occupation on his return to Lafayette, he entered the office of Samuel Born of that city, and thus got his first introduction to the grain business. His duties were at first of a clerical nature, he having been put in charge of the car records and the billing. Before



W. B. BOYD.

the four years he spent with Mr. Born had come to an end, however, Mr. Boyd had become familiar with the business in all its details, having served in the office, also as foreman in the Lafayette elevator, and finally as traveler in territory tributary to Lafayette, buying grain. In 1893 Mr. Boyd went to the E. P. Knight Company, who had built the Lafayette railroad transfer elevator and were engaged in a general grain business. Mr. Boyd began his connection with the Knight Company as traveling representative, but was on the road for only a few months, when he was made superintendent of the elevator, a position he held with the company until the elevator was sold to W. W. Alder of Lafayette. The purchaser was glad to continue Mr. Boyd as superintendent until the summer of 1896, when the De Rhodes Bros. purchased a controlling interest in the elevator, whereupon J. C. De Rhodes assumed the superintendency of the elevator.

For about a year and a half following this change Mr. Boyd was out of the grain business entirely, being interested in a venture with his brother in the printing business. In 1898, however, he yielded to his besetting desire to get back into the old line again by taking a position with Southworth & Co. of Toledo as traveling representative, with whom he remained until in March last, when he went to the Paddock-Hodge Company of Toledo in the same capacity.

Mr. Boyd is deservedly popular with the trade in Central and Southern Ohio and in Indiana and Illinois, where he has an extensive acquaintance with the trade.

THE HANDLING OF RICE.

In a recent report on the rice market, Dan Talmage's Sons Co. have the following to say in regard to the handling of rice by growers in the United States: "Cleaned rice which will carry safely in Northern latitudes is apt to go to pieces in the South on the first approach of warm weather; especially is this the case right on the coast under the combined influence of moisture and heat. With any ordinary care, rice in the rough will carry indefinitely, but once 'unjacketed' and the trinity of seasonable foes—'weevil, worm and weather'—begins its undoing. The industry needs enlarged warehouse capacity by which to carry the rough, that it may be milled and mar-

keted as called for, right up to the incoming of the succeeding crop. Under deliberate procedure the present crop might easily have averaged over one cent per pound higher, or an aggregate of say three million dollars more than was realized."

THE HAY CONVENTION.

The following is the official program for the seventh annual convention of the National Hay Association at Baltimore, on August 14-16, headquarters being the Carrollton Hotel:

TUESDAY MORNING SESSION, 10 O'CLOCK.

Convention called to order by President James W. Sale, Bluffton, Ind.

Prayer.

Welcome address. Hon. Thomas G. Hayes, Mayor of Baltimore.

Response, Rev. Edward Collins, Detroit, Mich.

Address, J. Huie Smith, President Baltimore Chamber of Commerce.

Response, L. S. McKallip, Pittsburg, Pa.

Report of President, J. W. Sale, Bluffton, Ind.

Report of Board of Directors.

Appointment of Committee on Credentials.

Adjournment.

AFTERNOON SESSION, 2 P. M.

Reports of Committees:

Membership, J. W. Ellis, Cincinnati, O.

Transportation, Eastern Committee, Western Committee.

Legislation, F. D. Voris, Neoga, Ill.

Arbitration and Investigation, J. L. Dexter, Detroit, Mich.

Grades, W. R. Mumford, Chicago, Ill.

Secretary and Treasurer, F. F. Collins, Cincinnati, O.

Appointment of Committees.

Adjournment.

Evening entertainment at Electric Park, cars leaving headquarters promptly at 7:15 p. m.

WEDNESDAY MORNING SESSION, 10 O'CLOCK.

Paper: "Membership Qualifications." George S. Bridge, Chicago, Ill.

Paper: "Commission Merchants' Relation to Shippers." E. L. Rogers, Philadelphia, Pa.

Paper: "Other National Organizations." W. R. Tucker, secretary of the National Board of Trade.

Paper: "The New South." George W. Hill, Nashville, Tenn.

Paper: "The National Hay Grades vs. New York." J. D. Carscallen, Jersey City, N. J.

Paper: "How the National Hay Association Can Directly Benefit the Hay Business." L. W. Dewey, Blanchester, O.

Election of officers and directors for the ensuing year.

At 1 p. m., excursion on Chesapeake Bay to Annapolis, boat leaves Light Street Pier at 1:30 p. m.

THURSDAY MORNING SESSION, 10 O'CLOCK.

Paper: "Minimum Car Loads." J. P. McAllister, Columbus, O.

Paper: "Evolution in Business Methods Regarding Shippers and Receivers." Cyrus H. Bates, Boston, Mass.

Address: "The Interstate Commerce Law." By Edw. A. Moseley, secretary of the Interstate Commerce Commission.

Paper: "From the Shippers' Standpoint." By Albert Todd, Owosso, Mich.

Paper: "The Freight Classification." By George C. Warren, Saginaw, Mich.

Paper: "The Transportation of Hay." By A. Patriarche, traffic manager of the F. & P. M. Ry. Co.

Discussion will follow each paper. Adjournment.

THURSDAY AFTERNOON SESSION, 2 P. M.

Suggestions for the Improvement of the Hay Trade. Unfinished business.

Installation of officers and directors. New business.

Adjournment.

There has been a good southern demand for grain, especially corn. All the corn mills in that part of the country are in active operation.

THE McLAINS EXPelled FROM THE CHICAGO BOARD.

The trial of Chas. R. and Albert O. McLain, of the grain firm of McLain Bros. & Co., before the directors of the Chicago Board of Trade, on a charge of bucket-shopping, came to an end June 28 with a unanimous verdict of guilty, the penalty being expulsion, which was ordered. The evidence upon which this verdict was based was substantially that which Judge Kohlsaat had previously held insufficient to convict in a legal prosecution, although his decision in that case was but little better than a "Scotch verdict" of "not proven."

As in the case of the Board against the Christie-Street Commission Company of Kansas City, this step is but the first, probably, in a long litigation through the courts. On the part of the McLains, the first stroke in reply to the Board's thrust was the beginning of suits by each against the directors rendering the verdict for personal damages in the sum of \$100,000 each, the specific cause of action being stated as "slanderous and libelous statements made by the directorate of the Board in expelling the plaintiffs." It is further contended by them that "the verdict of expulsion is null and void," the acts of the directors during the trial not being in conformity with the rules of the Board.

A formal demand was made also by them that the McLains be allowed to conduct their business on the floor of the exchange, which was refused, said refusal also being made part of the grounds of the chancery suit.

The McLains began business as bankers in Kansas, and went into the business of commission merchants on the Board of Trade at Chicago in 1895, with a capital of \$5,000. This was soon after increased to \$100,000. The firm in the five years following 1895 is said to have built up the third largest business on the Chicago Board. The charges against them were formulated and pressed by John Hill Jr.

On July 5 Adolph H. Ruth, secretary of McLain Brothers & Co., was tried on a charge of bucketshopping, and expelled from the Board by the directors. He offered no evidence in defense, merely filing a petition denying the jurisdiction of the directors.

It is said the McLains have gone to Colorado to go into the cattle business.

A KANSAS ELEVATOR AND FEED MILL.

The premises shown in the accompanying engraving are located at Burrton, Kan., a thriving town on the main line of the A. T. & S. Fe. R. R. at its



CHARLES GORVIN'S ELEVATOR AND FEED MILL.

junction with the S. L. & S. F. R. R. The elevator building was erected some years ago by C. B. Myton, who sold it to E. Blanpied & Sons, who added the feed mill. The business was run by the Blanpieds for about eight years; and in November last they sold to Charles Gorvin, the present owner. It is enough to say that the location is in the famous Arkansas Valley. The reader who knows Kansas will understand from this that Burrton is surrounded by fertile grain lands, and does a good business.

It is still possible to deal at Chicago in futures for settlement at end of second month after month of the trade, but such deals cannot be regularly cleared. The near futures are more popular.

MEETING OF NORTHERN IOWA GRAIN DEALERS' ASSO- CIATION.

The above-named Association held its annual outing at Clear Lake, Ia., on June 21 and 22. The weather on both days was delightful, and all present had a very enjoyable time. Arriving guests were met at the pier by a reception committee, composed of Clausen, Ellickson and Dalton, who conveyed them by steamer to the camp ground across the lake, at Stratton's Point, where the camp had been previously arranged in a cool, shady part of the grounds. Plenty of refreshments were on hand, and your representative assures you that none of the participants went away either hungry or thirsty.

Mr. Stratton and his worthy assistant took every precaution to see that the tables were well provided at all times.

This was the fourth annual meeting of the Association. The first two occurred at Silver Lake, Iowa, a beautiful place midway between Fairmont, Minn., and Armstrong, Iowa. Last season and this the members concluded to meet at Clear Lake. During the business meeting of this session the latter place, after a very spirited contest, was selected as the place for next annual meeting.

Part of the last day was set aside to be devoted to a business meeting, and the results of that meeting will do much good to the attending dealers and other members, if the suggestions made there are followed out.

Henry Rippe of Fairmont, Minn., was a welcome guest. He made a short address to the meeting, which was well received. During his address he said:

"Mr. President and Gentlemen:—A short time ago I received an invitation to your annual outing, and am glad to say that I am present. I can assure you that it is one of the most enjoyable parties that I have ever been permitted to attend. These grounds, known as Stratton's Point, are among the most beautiful that men were ever allowed to assemble at on an occasion of this kind. We must not forget the good treatment received at the hotel, and from its worthy proprietor, whose eye is ever watchful and hand ever careful in looking after the welfare and enjoyment of the different guests. We shall not forget for a long time our 'Admiral,' Mr. S. J. Clausen, who so cordially invited us to a fish fry. The fish he furnished were the best I ever ate. There is one thing I wish to say of the 'Admiral,' and that is—that in all my experience he is the first man who, with one stroke of his fork, could take all the bones from a two-pound bass. I would also call your attention to the representatives of the different grain journals. They lent material assistance to make the occasion a memorable one, and I hope to meet them on all such subsequent occasions. I think, Mr. President, that all dealers should subscribe for either or both these journals. They are of great assistance and are very instructive to a man in the grain trade."

"I shall look forward with interest and pleasure to your next annual outing, and hope kind Providence will spare me to be with you."

A number of the former regular attendants were missing, but quite a few new ones put in an appearance.

G. A. Wells, secretary of the Iowa Grain Dealers' Association, said: "I began the work of my office May 15 and at the present time we have about 350 elevators represented in the Association. The prospects for the future are very bright, and new members are coming in every day. At this meeting I am glad to say that our membership was increased about 30, and I am certain that a great many more of the Northern Iowa grain dealers will become active members when they fully understand the benefits to be derived from a thorough organization of this kind."

Ellsworth of Milwaukee said: "I have been handsomely entertained. The dealers in attendance are a bright lot of fellows, and are all first-class grain men."

Will Hatch has severed his connection with L.

Bartlett & Son. He now represents P. B. Mann Co. of Minneapolis. Will is a success anywhere.

Meigs of Milwaukee would not miss a meeting of the boys for a good deal. He has the faculty of enjoying himself at all times.

The B. Uhrig Coal Co. of Milwaukee were well represented by their gentlemanly traveling men, Stillwell and Heath.

De Celle claimed all the way through that he was having a good time.

Landers thinks each year is an improvement on the former one.

"Captain" Jim Dalton and his famous team of ballplayers won the game, 12 to 5. Special mention must be made of the excellent assistance given the "captain" by Frank Livermore, who did the catching.

Pete Axen wants to be considered hereafter as a regular attendant.

The Thomas brothers enjoyed themselves immensely. Some of the boys found it difficult to distinguish one from the other, as they look so much alike.

"Red" Ray enjoyed his bath very much. It was noticed that as a waiter he takes the "bun."

The old officers were unanimously elected, as follows: John Ellickson, president; F. S. Livermore,

B. Uhrig Coal Co.; J. B. Meigs, with Mohr-Holstein G. Co.; F. E. De Celle, with R. Eliot & Co.; B. G. Ellsworth, of L. Bartlett & Son. From Minneapolis—W. B. Hatch, with P. B. Mann Co.; P. M. Ingold, with Brooks-Griffith Co.; F. W. Barnes, with C. M. & St. P. Ry. Geo. A. Wells, Des Moines, Iowa; Phil S. Reed, Jas. A. Sullivan, M. J. Collins and M. W. Lee, Mason City; F. S. Livermore, Buffalo Center; Jno. Ellickson and W. R. Livermore, Thompson; K. K. Liquin, Dysart; S. J. Clausen, Clear Lake; Mat Crawford, Hayfield; P. A. Axen, Galt; F. L. Thompson, Whittemore; O. Michaelson and J. F. Dunbar, Leland; C. Rippe, W. J. Neil and G. A. Isaacs, Forest City; M. J. Callahan, Thornton; Wm. Thomas and Thos. Thomas, Sheffield; R. A. Cummings, Rock Valley; E. Ellickson, Kensett, Iowa; H. Rippe, Fairmont, Minn.; W. A. Alexander, Sioux Falls, S. D.; Aug. Lau, Klemme, Ia.; A. F. Frebel and W. L. Burr, Titonka; Emory Reed, Garner, and L. W. Gingrey, Hampton.

SMUT OF OATS.

The loss to farmers by reason of smut in oats is very great; usually much larger than is estimated. The department of agronomy of the University of Illinois estimates the loss from this cause alone to



STALKS SHOWING SMUT OF OATS.

Heads at left injured by "Hidden Smut," those on the right destroyed by "Loose Smut." The center head is not affected.

secretary and treasurer; Chas. Rippe, first vice-president; S. J. Clausen, second vice-president; J. R. Dalton, third vice-president; Henry Rippe, fourth vice-president.

Henry Rippe, as the only attendant from Minnesota, was honored by being made a vice-president.

A great number of inquiries were made for Wal Bloom of Klemme. He must not miss another meeting.

John Ellickson is just as fat and happy as ever, and makes a very dignified and efficient president.

Al Frebel came down on the Klondyke to be with the boys. He seemed to be "in it" all the time.

The Rippes were born in the grain trade. Henry runs twenty-odd stations and Charles buys at five points.

Your correspondent was glad to meet Mr. Ellickson of Kensett. He is a nice gentleman.

It did not take "Pat" Thompson long to get acquainted.

Ingold and Dalton led the choruses for some excellent singing.

Billy Neil and Geo. Isaacs must hereafter make their dates more secure.

Among those present were: From Chicago—H. H. Ray, with Rosenbaum Bros.; Jas. R. Dalton, of Eschenburg & Dalton; F. Faulkner, with W. R. Mumford & Co.; F. S. Landers, with Gerstenburg & Co.; J. M. Hutes, with Ware & Leland; G. M. Prince; A. J. Zingro, with Nye-Schneider Co. From Milwaukee—J. W. Stillwell and A. F. Heath, with

Illinois farmers at \$2,500,000. In order to obtain more thorough knowledge of the extent of the injury to oats in this state from this fungus disease, the University recently issued "Circular No. 25" from the Department of Agronomy, A. D. Shamel, director, asking for information in regard to the loss for 1900. The circular, which is addressed to farmers, says:

You can help us very greatly in this work if you will determine the per cent of smut in the fields of oats on your farm, and, if possible, your neighbors' farms. In order to determine the per cent of smutted heads take an ordinary barrel hoop or light frame of any kind of convenient size and throw over a spot in the field, selected at random. Count all of the stalks inside the hoop and note the number on the blank given on last page of this paper. Now count the stalks affected by smut and set down in the proper column of the same blank. Repeat this operation in three or more places in every field in order to get an average of smutted stalks for the field.

Caution.—Care should be taken that none of the smutted stalks are passed by unnoticed.

1. The smutted stalks are usually shorter than the healthy ones and consequently are overlooked in counting.

2. The smutted heads do not always push out of the sheath and these stalks are counted as merely dwarfed plants, when if the sheath is unrolled the head will be found to be smutted.

3. The smut appears early, and by the time the oats are ripe has been mostly whipped off by the wind, in many instances leaving only a bare stalk or stub.

The so-called blighting of oats is generally caused by smut, although the smut may have disappeared

entirely. The counting of the smut in the oats should be done as soon as they are fully headed out.

The cut appearing herewith is part of this circular, for the use of which we are indebted to E. Davenport, director of the Agricultural Experiment Station of the University. The circular contains a blank for use in making replies, the blank spaces being for notations in several fields of (1) the total number of stalks in hoop; (2) number of stalks with smutted heads; (3) name of variety, etc. The subject matter is of sufficient importance to elevator men for them to call their patrons' attention to the circular even at this late day.

FIRE PROTECTION IN GRAIN ELEVATORS.

Among the papers and reports read at the fourth annual meeting of the National Fire Protection Association held in New York City on June 26-28, was a report by W. C. Robinson, chairman of the committee on grain elevators. The report was quite lengthy, but the conclusions arrived at were as follows, quoted from the Standard:

1. The grain elevator as ordinarily constructed is incapable of full automatic sprinkler protection. The introduction of a system of fire-stops dividing the vertical openings and the area will modify the conditions unfavorable to the successful operation of sprinklers, but not to a sufficient degree to warrant placing sprinkled elevators of ordinary construction in the same class with other sprinkled risks.

2. The grain elevator as constructed in a majority of cases requires material alteration before the highest degree of sprinkler protection obtainable is possible. The closing of floor openings, alteration of bin floorings, removal of unnecessary wood-work, and the introduction of fire-stops or curtains are the more important alterations necessary.

3. Steel roof elevators do not materially modify the conditions unfavorable to the success of automatic sprinklers, but steel tank elevators and elevators constructed entirely of steel do present greatly decreased chances of loss by fire, particularly where the vertical hazards are properly cared for.

4. The dust explosion hazard in grain elevators must be taken into consideration in connection with automatic sprinklers. The proper installation of incandescent electric lights, the use of modern machinery for handling dust, and the requirement for systematic cleaning of the elevator are considered necessary.

5. Automatic sprinklers, although not furnishing full protection in the grain elevator as at present generally constructed, present the most reliable means of protecting elevators from fire.

The present rules governing the installation of automatic sprinklers should be altered to cover grain elevators more thoroughly. More stringent rules regarding water supplies, dry pipe system, arrangement of the equipment and portions of the risk to be equipped are desirable.

7. Rules for construction, from a sprinkler standpoint, should be added to or combined with rules for the installation of automatic sprinklers in risks of this character.

A. W. Hardy, from the committee on blower systems, also touched on similar lines in connection with the hazards resulting from the introduction into mills and elevators of forced air transmission and hot air systems. The pneumatic system of handling grain, he considered, increases the hazard, although this danger, it was suggested, might be minimized by the introduction into the pipe of an automatic damper that would operate by heat and close in the event of fire, either inside or outside. Conveyors, spouts and elevator legs, of course, carry fire readily; and where a sprinkler system is used, it is recommended that a sprinkler be placed in the top of all such vertical spouts and one or more in the horizontal run of conveyors, dust spouts, etc. To overcome the objection to placing sprinklers in forced draft conveyors on account of the erosive action on the material of the sprinkler, especially of the soldered portion, it was recommended that the sprinklers be placed in the contour of the spout or conveyor, the material of the conveyor cut away around the sprinkler and an enclosing box or hood built around the whole. The sprinkler would thus be placed just outside of the current of erosive material and yet so arranged as to discharge only into the conveyor. While the sprinkler would be outside the direct path of the

heat, in case of fire, still such an arrangement is considered better than nothing.

Referring to dry kilns, the committee finds that a large percentage of the fires originates in the fan room, on account of the high speed of the fan engine and the generous use of oil. When a fire occurs here, naturally it is drawn into the fan and goes thence into the kiln. When fire occurs the engine should be stopped instantly, and some system for doing this automatically is recommended if a practical method can be devised, such as a system of weights held in position by a fuse wire.

FIREPROOF ELEVATOR AT MINNEAPOLIS.

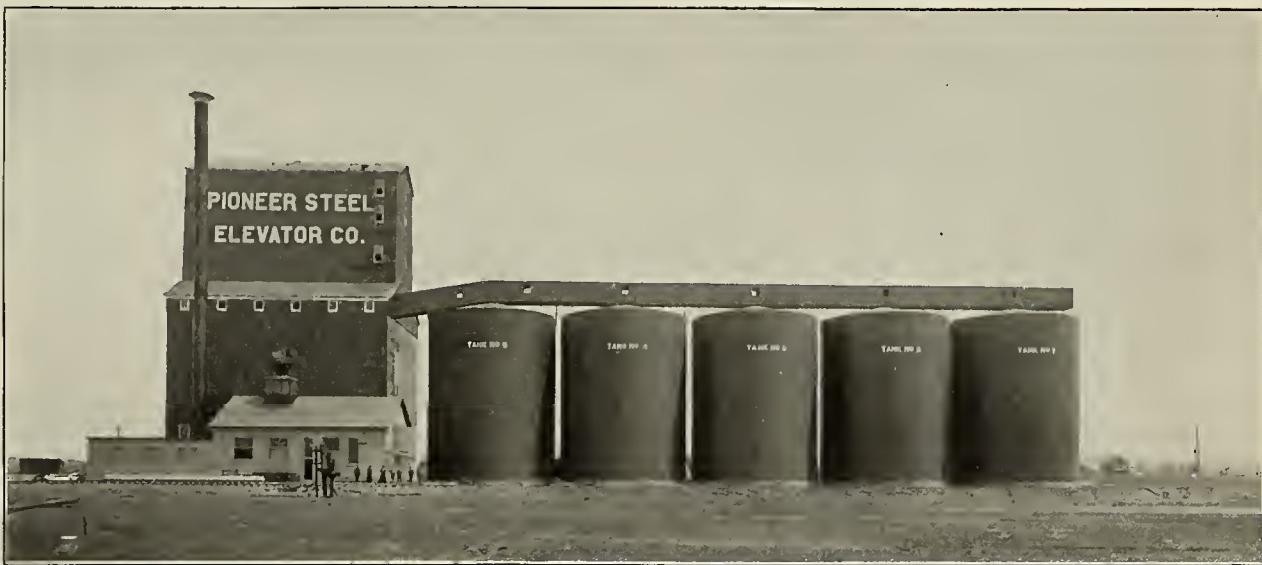
No finer example of the modern fireproof elevator exists, perhaps, than the one recently erected by the Wm. Graver Tank Works of Chicago for the Pioneer Steel Elevator Company of Minneapolis, a picture of which made from a photograph appears below. The elevator stands at Twenty-fifth Avenue and the Great Northern Railroad tracks, in the northeastern part of the city, and is operated by the Pioneer Steel Elevator Company.

The plant consists of a working house 74x84 feet in size, 135 feet high, with cupola 70 feet high, all resting on thirty stone piers; five steel storage tanks, and engine and boiler houses of brick. The

machine, with a spiral conveyor beneath to move the screenings to the leg to be elevated to the bins above. Grain is taken from the five tanks by a 34-inch belt and discharged into the poots of two stands of elevators for distribution to the house bins, or to be cleaned, or to the shipping spouts.

The elevator is equipped with Day's Dust Collecting System, which gathers the dust from the floors and the elevator legs and discharges it into a Cyclone Dust Collector, from which it goes to the boiler furnaces to be burned. The cleaning machinery also is connected with this system. The elevator has its own system of electric lights, passenger elevators, speaking tubes from and to all floors, and a fire escape at one end of the building.

Each of the five steel storage tanks is 65 feet high and has a storage capacity of 125,000 bushels, giving, with the capacity of the working house, storage room for 1,000,000 bushels. Each tank has four bottom hoppers delivering grain upon the 34-inch belt. The tanks and hoppers are so arranged that the steam shovel can be used inside the tanks to scrape the hoppers. The tanks are equipped also with manholes, ladders inside and out, and with ample ventilation. A belt gallery ten feet wide and ten feet high extends from the working house over tops of the five tanks, while underneath is a conveyor tunnel for carrying grain from them to the elevator.



FIREPROOF STEEL ELEVATOR OF THE PIONEER STEEL ELEVATOR COMPANY AT MINNEAPOLIS.

body of the working house is of steel construction throughout, all structural work being of steel posts, I beams, angle and channel irons, covered with corrugated iron riveted. The exterior walls are of steel sheets riveted together and thoroughly braced in every direction. The bins, of which there are thirty-five, each forty feet high and ranging in size from 2,500 to 6,000 bushels' capacity, are also built of steel plates, so that, with concrete floors throughout and stairs of steel and iron, no wood whatever enters into the construction of the building. The roofs are of corrugated iron riveted to angle irons.

The machinery equipment of the working elevator is substantially as follows. On the first door, which is twenty-five feet high, are six automatic shovels, three for each of two receiving legs. There are also two shipping, two cleaning and one screenings legs. Two railway tracks (Great Northern road) enter the building, and grain unloaded from the cars is handled by the two receiving legs and carried to the cupola and discharged into four 1,000-bushel garners, the elevating capacity of the legs being about 8,000 bushels per hour. From the garners the grain is dropped into four 1,500 bushel Fairbanks Hopper Scales and weighed, and is then delivered into the receiving bins by telescope spouts or to the belt conveyor to be delivered to the tanks.

Grain to be cleaned can be taken from the scales direct, or from the bins or the tanks. The cleaning machinery consists of three Monitor Wheat Cleaners, one Monitor Oats Clipper, two Monitor Flax Machines, all of the largest sizes, which are located on the ground floor in a row along one side of the building. There are four stands of elevator legs to handle cleaned grain and one screenings leg. There is a tank for screenings under each cleaning

The engine house is about 30x50 feet in size, one story high, and contains a 250 horse power compound Corliss engine. The boiler house has two Oil City Boilers of 175 horse power each. The power plant has its condenser with cooling fan and other appliances of a first-class power plant. The stack, of metal, is 135 feet high. The power transmission within the elevator is by rope transmission. In every respect, therefore, the plant is complete, and capable of handling grain expeditiously, with a minimum of expense.

SOUTH CHICAGO TO HAVE ANOTHER NEW ELEVATOR.

The Calumet Grain & Elevator Co. of Chicago, Ill., has awarded the contract to the C. M. Seeker Engineering Co. for building a 300,000-bushel clipping and transfer elevator at Ninety-sixth Street and Calumet River. The work on the elevator has already commenced. It will adjoin Elevator B on the north. The company's elevators include Elevator "A" with capacity of 75,000 bushels; Elevator "B" with capacity of 125,000 bushels. The new Elevator "C" will give a combined capacity of half a million bushels.

Curb quotations are no longer quoted to their customers by Chicago Board of Trade men, being a violation of the rules.

The Wabash Railroad's special agent at Chicago is making a commendable effort to suppress thieving of grain from standing cars. Quite a number of arrests have been made of late, the culprits in most cases being heavily fined.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

BUILDING AN ELEVATOR.

Editor American Elevator and Grain Trade:—I am building an elevator to help take care of the largest and best wheat crop Kansas has ever had. Harvesting commenced here this week (June 15). We are having most too much wet weather.

Yours truly, H. M. LLOYD.
Sterling, Kan.

HAVE NO ASSOCIATIONS.

Editor American Elevator and Grain Trade:—Grain dealers' associations are very valuable to grain dealers and would, no doubt, be helpful to us here. We, however, have no associations in this part of the state, so have not enjoyed their benefits.

Yours very truly,
D. C. SHEPARD, Manager.
Medina, Ohio.

A TOPEKA ELEVATOR SOLD.

Editor American Elevator and Grain Trade:—I have sold the Capitol Elevator, capacity 300,000 bushels, which you will remember I bought three years ago. The sale is to E. F. French, Champaign, Ill. Price, \$25,000. Possession is to be given immediately.

Yours truly, W. D. JUDD.
Topeka, Kan.

WILL LOCATE IN OKLAHOMA.

Editor American Elevator and Grain Trade:—We have sold our elevator and grain business to Mr. George Sauer and gave possession on the 25th of June.

We expect to locate in Oklahoma and engage in the grain business in the near future.

Thrashing has commenced in this vicinity and our wheat is making about 20 bushels to the acre, testing from 58 to 62 pounds and of fine quality. The weather is hot and dry and corn is needing rain badly.

Respectfully,
A. F. HATFIELD & CO.
Rome, Kan.

A SUGGESTION.

Editor American Elevator and Grain Trade:—We believe that the best way for us grain men to keep in the line of making money is by pooling.

Let the buyers of each station decide as to the amount of grain each shall receive, and that the pool price shall be 1 cent per bushel on corn and 1½ cents on oats.

Then let the stations pool as to their territory, the pool prices to be 1½ cents on corn and 2 cents on oats, and that ½ cent per bushel of the station's pool be paid to the Illinois Grain Dealers' Association to be used for expenses, etc.

We believe if this plan was adopted there would be more smiling faces among grain buyers.

Yours truly, J. E. TOHILL.
Casner, Ill.

PITTSBURG EXCHANGE'S ANNUAL ELECTION!

Editor American Elevator and Grain Trade:—At the annual election of the Pittsburg Grain and Flour Exchange, held at the Exchange rooms on Tuesday, June 12, the following gentlemen were elected a board of managers for the ensuing year: W. A. McCaffrey, Charles H. Herb, Ph. Geidle Jr., Wm. Henry, L. S. McKallip, S. R. Patterson, H. G. Morgan, W. W. Beatty, F. W. Schomaker, S. H. Smith, S. B. Floyd, J. A. A. Geidle, Robt. Thorne.

The Board of Managers met Thursday, June 14, for organization and selected the following officers: L. S. McKallip, president; W. A. McCaffrey, vice-president; H. G. Morgan, secretary; Robert Thorne, treasurer.

At the regular monthly meeting Saturday, July 7, the Board of Managers will elect an inspector and superintendent of the Exchange. There is no opposition to the present incumbents, Chas. Culp and O. S. Alexander.

The report of the retiring officers showed the

Exchange to be in an active and flourishing condition. The treasurer's report was particularly gratifying, showing a large surplus after all expenses for the year had been paid.

Respectfully,
DANIEL McCAFFREY'S SONS.
Pittsburg, Pa.

BUILDING A MODEL ELEVATOR.

Editor American Elevator and Grain Trade:—The Kinsella Grain Co., Colon, Neb., purchased the M. E. Meyers elevator at California Junction, Iowa, and took possession July 1, putting Mr. Meyers in as agent. They put in new Fairbanks scales and new office, and will do some repairing to elevator. They have also let a contract to Seeley, Son & Co. of Fremont, Neb., for erecting an elevator at Blencoe, Iowa, to replace one burned May 21. It will be a 15,000-bushel studded house.

The equipment will be a No. 1 Victor Sheller, No. 1 Cornwall Cleaner, two stands of legs with suction fan connected with both legs just above boot to draw all dust out before it gets into elevator. Also 12-horsepower Fairbanks-Morse Gasoline Engine. The machinery is equipped with friction and clutch couplings so the operator can stand on work floor and start or stop any piece of machinery in the building without moving.

Yours truly, NEBRASKAN.

CROPS AND EVENTS IN SANGAMON COUNTY.

On Saturday evening this region was visited by a terrific wind and rain storm, doing much damage to oats, which is still uncut in this locality, but nearly ready for the sickle. Much is badly lodged and razed to the ground. Farmers say some can be cut one way only, and other portions will have to be mowed and treated as they do hay. Corn also is a little demoralized, but the soaking rain will be of far more benefit than the damage done, as it came at an opportune time, just as it is silkling and tasseling. Our prospects for a heavy corn crop could not be better, but we have little wheat to spare here this year, but we can use more corn bread than usual.

The hay crop is sufficient for home uses, but there is little to spare.

The Elevator Milling Co. of Springfield, practically the last and only flouring mill now in this, Sangamon County, has concluded to succumb to the inevitable, and are now changing from a flouring mill to a corn goods mill. It will, when completed, make a specialty of corn products.

What are we going to do with our soft winter wheats, anyhow? It does not seem to be wanted for bread purposes any more, only for pie crust and paperhangings' purposes.

Weather fine to-day. The hum of the binder will be heard in the oat fields this week, all right.

M. R. THAYER.
Dawson, Sangamon Co., Ill.

PENNSYLVANIA RAILROAD'S NEW LOADING GALLERY AT PHILADELPHIA.

Editor American Elevator and Grain Trade:—The Pennsylvania Railroad Co. are now erecting at Pier 48, Delaware River, Philadelphia, Pa., a grain conveyor gallery 800 feet long, from their elevator inshore, over a pier which extends 640 feet into the Delaware River, for the purpose of delivering grain from elevator to ships, for export trade. The pier is 100 feet wide, and has on it a freight shed 640 feet by 96 feet.

The conveyor gallery is in the center of this pier, over the shed, and the elevation of gallery floor is 64 feet above floor of pier, to give required slope to the grain pipes delivering to the large ships engaged in this trade. There will be two conveyor belts in this gallery running side by side. These belts are 3 feet wide and over 1,600 feet long each, and the expectation is to deliver 12,000 bushels per hour from each belt. There are 13 fixed trippers and pipes on each belt, 40 feet apart, and the chutes and pipes are so arranged that grain can be delivered from either belt to ships on either or both sides of pier, through any six pipes on each side at the same time.

The arrangement of gallery machinery, trippers, chutes, pipes, etc., were designed by me, as archi-

tect, under the direction of Wm. H. Brown, chief engineer, Pennsylvania Railroad. The trippers are so designed that they can be placed in or out of service at will, being raised and lowered by the belts themselves, and place much less strain on the belt than the type of trippers now in use. This improvement is now rapidly nearing completion, and it is expected that it will be in operation by July 20 next. The Link Belt Engineering Co., Philadelphia and Chicago, are installing the machinery for this plant.

Respectfully, WM. H. COOKMAN.
Philadelphia.

THE BENEFITS OF ORGANIZATION.

Editor American Elevator and Grain Trade:—Every grain dealer should belong to an association. There is everything to gain and nothing to lose. We will have a better feeling toward our neighbor and competitor and our profits are very liable to be more satisfactory. If this is not so it is our own fault. Let us say right here, whatever else you do, be honest with your competitor. Say a good word for him now and then. Try it, friends; it will pay you.

By associating ourselves together we can correct many evils that exist to-day. We can induce our friends at the other end of the line to give us correct weights, to be more uniform in grading, etc. And perhaps we can coax the great railroad corporations into paying something for the work we do for them, such as cooping up old cars, receiving, weighing, paying for and holding grain until there is a carload. No other set of men do as much work gratis for these railroad corporations as do the grain men. It is our fault that we do this work without compensation.

We must all join hands and make our organizations large enough to demand something for our labor, and we can do it successfully if each and every one of us will join the association nearest us.

Let each of us write our secretary occasionally, either commanding him for what he has done or offering suggestions. You may be wrong or you may be right, but it will help the association's work and you will surely profit thereby.

Yours truly,

FRANK THOMS & CO.
Minburn, Iowa.

WHAT CAN BE DONE IN OHIO.

Editor American Elevator and Grain Trade:—In notifying the newly appointed members of the governing board of the Ohio Grain Dealers' Association of said appointment, I have made the following suggestions: "I beg to assure you with confidence that the work of the Association is growing and broadening in its influence for the good of the country grain dealers and the grain trade at large throughout this state. Our dealers are getting together; they know each other better, and comprehend the conditions surrounding the trade more than ever before; better results are being obtained from the business, and many attending evils are gradually being reduced to the minimum. Yet we cannot always convince a non-member of the duty he owes to the trade to add his mite and influence by becoming an active member, and, strange to say, the very people who have had the most trouble in operating their business during the past year are the non-members, who want the Association only when it is plain that they are in trouble and cannot solve their problems without its help. Then they come in with a selfish motive and we do the work for them."

"I have the records in my office of several such occurrences during the past year. I now have before me just such a case, a dealer who with a large investment of money bought out an old, established business, with the verbal agreement on the part of the seller to retire permanently. Not a month elapsed until the seller was doing the scoop-shovel act in great style and absorbing practically all of the business of that station, leaving the buyer of the business high and dry with his \$10,000 investment idle. The matter will be practically solved, no doubt, at an early date by the methods employed by our association. Had the buyer of the business been an active member at the time of the transaction, the seller would not have been able to gain a

foothold and rob him of a month's business and profits and intrench himself as a scoop-shovel man. "We ask that you take an active interest in the management of the affairs of the Association. No doubt many of the dealers in the territory near you, if not now members, will join us if you personally solicit them. I mail you under separate cover some blank applications. A careful reading of the Constitution and By-Laws will explain our work in detail. No dealer in Ohio can afford to remain out of the Association. The cost, \$3 per year dues (no membership fee for this year), is a mere pittance compared with the advantage of simply the significance of membership. Greater advantages can be derived just in the measure that the member engages actively in the work. We want to make the Association a greater power and success in the next twelve months than ever before. If you will render us the necessary assistance, we assure you that we will show equal results with other state associations that seem for the time to have left us in the rear rank of the procession."

Yours respectfully,

J. W. McCORD, Secretary.

WHAT THE ASSOCIATION HAS DONE IN NEBRASKA.

[The editor is permitted to quote the following from Gen. Bul. No. 17, addressed by A. H. Bewsher, Secretary of the Nebraska Grain Dealers' Association, to its members, under date of July 1:]

Since the issuance of Gen. Bul. No. 15, the last in which a report was made you of the progress of our Association, the business in the country has been light, and hence the country work as handled from this office has been correspondingly light, so much so, in fact, that there is hardly enough to justify a bulletin at this time; and none would be issued were it not for the fact that we are now on the eve of a new crop year, and there will not be, perhaps, a more opportune time for calling your attention to the condition that has prevailed throughout the state for the past year.

You are all, no doubt, well aware of this condition, but fearing that some may have lost sight of its chief cause, would remind you that until the division meetings organized by this Association were begun nearly every station was acting independently of its neighboring station, with the result that there was a continual uncertainty as to what next to expect from that neighbor. Since these division meetings, this uncertainty has been reduced to a minimum. Some of it, of course, has continued to cling to certain dealers, but, generally speaking, I believe there are few, if any, whose business for that period does not show satisfactory results. This condition can continue for another year, and indefinitely, if the dealers will show the same liberal disposition to grasp each opportunity to meet with their neighbors, get in touch with them, learn what to expect from them, and try to cooperate with them in increasing, if possible, this satisfactory condition.

Until these division meetings were organized throughout the state, the opportunity for the dealers to get together and exchange ideas were few, indeed; some of them, in fact, purposely avoided such an opportunity's occurring. While doing so it was almost impossible to understand one another. Now that the efficacy of these meetings has been demonstrated, I am sure they will do more for you in the future than they have in the past, if you will but give them your attention and attendance. I believe that no better start could be made than having the dealers coming together before the movement of the new crop. Nearly every crop brings out new conditions; and in order to meet these conditions, and meet them successfully, you must become acquainted with the manner in which your competitor intends to handle them. During the present month, it is my intention to call meetings in every division of the state, with the possible exception of those where we have held meetings in the past few weeks; and as these will be the most important meetings of the year, I hope everyone receiving a notice will attend. You may think before going that you have nothing to suggest. You can at least listen to that which others

suggest and learn of conditions which at this time you may have no knowledge of. The least that will be accomplished is that you will become familiar with the arrangements made for your division, the success of which will require your earnest cooperation. I therefore trust that when you receive notice of this meeting of your division this month, that you will let nothing of a minor nature prevent your attending. . . .

Yours truly, A. H. BEWSHIER, Secy.

THE WAREHOUSE LAW.

Editor American Elevator and Grain Trade:—In the fear that time, the great "obliterator and healer," will cause the grain dealers of Illinois, and of the country at large for the matter of that, to lapse into a comatose state regarding certain important steps that have been taken upon a question of vital importance to the grain trade, I wish to have printed in your valuable journal a few words of exhortation and the principal burden of these is: "Lest we forget;" "Lest we forget."

I refer to the speech of Senator Isaac M. Hamilton before the recent meeting of Illinois grain dealers at Decatur. This masterly presentation of the effects of the working of the present warehouse law deserved all the enthusiasm with which it was received. It was not a theory which the senator presented, but deductions drawn from facts which pointed with irrefutable logic to the future outcome of the grain trade under conditions as existing under that law. I understand that the present campaign against the law is to be one of literature; and I am heartily in favor of bringing all the light upon the subject which all worthy means can devise. It should be a campaign of education, and I hope that all the grain dealers of this state will see that farmers are fully enlightened upon the subject; for the repeal of the warehouse law under which elevator owners of Class A are allowed to be dealers in grain will benefit the producer and the grain dealer alike. The farmer should be interested, for he wants honest values and prices, and the grain dealer is interested as being entitled to a just compensation for his labor in assisting toward sending the grain of the country to market.

When the campaign opens I want to see the entire legitimate grain trade put its shoulders to the wheel, the commission merchant, track buyer, exporter, miller, country grain dealer and farmer; and then we will rid the trade of this octopus which has threatened long enough to get the entire trade into its capacious maw, where it can grind it to pieces as it may desire.

ILLINOIS.

IN THE INTERESTS OF ORGANIZATION.

Editor American Elevator and Grain Trade:—Why are not all local dealers members of the different grain dealers' associations? This question is more easily asked than answered, but I will give a few reasons:

First, they have not been half educated as to their own interest. I have been told that there is a large number of dealers in Illinois who do not take or read the official organs of our Association. They do not know what has been or is being done in the state.

When some associations have attempted to educate this class, they have sent out men who were but little better posted than those they went to instruct. Many dealers are afraid of their customers simply because their customers do not know that the work of the association so far has been of as much advantage to the farmer as to the dealer.

These local dealers have not been instructed as to what the association is doing, so that they could instruct their customers. All that has been saved by looking after terminal weights, inspection and rates has indirectly worked into the farmers' hands. What has been gained by the dealers in acting like sensible men and treating their competitors as they wanted to be treated themselves, thereby stopping the old-fashioned grain fights, has gone into the dealers' pockets.

Now, if we take this state for an example, in localities where the dealers are well posted and work in harmony, each attending to his own busi-

ness and not lying awake nights to study the best plan to injure his neighbor, both dealers and farmers seem to be doing well. But there are localities in the state, and I might say many of them, where all seems to be discord and confusion. There is no local organization and many of the dealers do not belong to the state organization nor do they take or read the "American Elevator and Grain Trade," but each is trying to squeeze his neighbor as hard as possible.

In such localities there seems to be but little money made by anyone, and they do not seem to know that the two cardinal principles for which our organization stands are harmony and money. Without both of these we cannot have either.

In this state the impression is also abroad that the big fish are trying to eat up the little ones, or, in other words, that the firms owning lines of elevators are trying to control or in some way get the advantage of the owners of single elevators. Now, this is not true except to a very limited extent. But suppose it was true, it would only be another reason why every single-elevator man should be a member of our Association. Seven-tenths of the dealers are one-elevator men, and we all know that three men cannot outvote seven, if the seven will only vote.

It is true that as time progresses we need changes in all these associations, and it often happens that every association, of whatever kind, will have members who would like to keep four miles behind the band wagon.

There are some needed changes even in this state. We want some radical changes in the manner of appointing inspectors and weighers. There are also other changes of vital importance to the grain men, as well as to the people of Illinois, which must be made through the legislature at Springfield. And there are a thousand other things for which we need the influence and support of every live grain man in the state.

What I say of Illinois will apply to other states, and then we need a closer connection than we now have with the associations in all the grain-producing states.

Yours truly, H. C. MOWRY.

ORGANIZATION THE GRAIN MAN'S MOTTO.

Editor American Elevator and Grain Trade:—There is no doubt whatever in my mind that the organization of the different grain dealers' associations of the country—national, state and local—is the best move the grain dealers of the country have ever made.

The bringing dealers together often, the exchanging of ideas and getting acquainted with competitors who previously were, you might almost say, deadly enemies, are among the benefits to be derived from these associations. We have tried both ways of operating our business, without organization and with organization, and we find that our associations are very helpful in dealing with the irregular operators and the irregular practices of all kinds, as well as in the regulation of other matters.

How any fair-minded individual or firm can be so prejudiced or near-sighted as to give as an excuse, they "cannot see the benefit of associations," is beyond my comprehension. To say the least, it is a pretty narrow-minded way of looking at it, and in clutching at the dime many of them unconsciously let the dollar slip through their grasp. They cannot get the full benefits of our associations without joining them, and after joining them they must make it a point to be at every meeting to get the full benefits.

To see whether our organizations are beneficial to our members or not one has simply to get in close touch with the members of a good local organization that is working harmoniously, and he will find the solution to many problems which have heretofore confronted the trade. I say to the dealer who tells me that he is a member of an association and it gives him no benefit, "It is your own fault, and nobody is to blame but yourself." Get out and whip the lame members into line and have meetings at least once every month

or even every two weeks, and if you can derive no benefits you are not a fit man to be in the country grain business; you have missed your calling; sell out and go into something else. If you are going to make a living in the grain business by fighting all your neighboring dealers, you will never succeed. There is no education, in my opinion, so beneficial to the country dealer as that derived from thorough organization, and about ninety-nine out of every hundred country grain dealers need education. How many dealers can you find who will sit down and look their business squarely in the face, figure each item out separately and see what it costs them per bushel to transact their business?

I know of a country station about twenty or thirty miles from here where there are three fine elevators, one just recently built, and two older ones, each costing about \$9,000 to \$9,500. Now let us do some figuring:

\$9,000 at 6 per cent.....	\$ 540.00
Weigher and bookkeeper at \$50 per month.	600.00
War tax on checks, etc.....	100.00
5 per cent wear and tear	450.00
Taxes, say.....	50.00
Insurance at 3 per cent on elevator.....	270.00
Insurance at 3 per cent on \$2,000 grain...	60.00
Telephoning and telegraphing	50.00
Help, two men	600.00
	<hr/>
	\$2,720.00

It is said the station handles 500,000 bushels of grain in a good year, one-third of which is 166,666 bushels or over 1.6c per bushel. Now, supposing that every bushel of the grain handled graded as bought and that every bushel graded at destination same as buyer graded it at home, then the buyer, if he bought on 1 1/4 cents margin, would possibly come out even. Buyers generally are willing to pay the farmer 1 cent more for his grain on basis of destination weights and grades, even if the dealer loads it himself. The dealer cannot take such risks for nothing. Neither can the dealer figure on full crops every year as he is apt to get short crops every few years, but his taxes, insurance and interest go on as usual. Some dealers find out to their own sorrow how much it has cost them to do business after it is too late. Why not get together and figure it out with your neighbors beforehand?

Organization should be the grain man's motto. Organize quickly and organize thoroughly and get all your regular dealers in competition with you to do likewise. Organization is the order of the day. To make organization more beneficial, all country grain dealers should join forces.

Yours truly, E. R. ULRICH JR.
Springfield, Ill.

A TALK ON WHEAT AND THE SITUATION IN GENERAL.

Editor American Elevator and Grain Trade:—The harvesting in the winter wheat sections is all over. The situation so far as our winter wheat crop is concerned is pretty well figured up, and outside of the Western States there will not be a state in the winter wheat territory that will have a full crop of wheat. What I mean by the Western States is the extreme Western states. California, some months ago, was supposed to be able to have the banner crop, but it has fallen off materially, and the harvest shows but about 75 per cent. Kansas, as all of us know, was fortunate, and had one of the best wheat crops that was ever known to be harvested in the state. The only danger to this crop at the present time will be damage in the shock. Kansas farmers, as a rule, while they are progressive enough in a great many things, lack the facilities of taking care of what they raise; and, as a result, sometimes, after they raise an excellent crop of wheat, they lose a large portion of it by not having it put in a safe condition after harvest. Therefore Kansas can only be relied upon when it is assured that its wheat crop is safely thrashed and the wheat in the granaries. That will be fully three weeks or thirty days yet.

Ohio, usually one of the banner wheat states, is almost depleted, and will not raise any more wheat than will seed it. The official crop report of July 1 indicates 24 per cent, the lowest crop

ever raised in Ohio. The estimated yield was about 12,000,000 bushels, making a shortage of an average crop of about 38,000,000 bushels. This is Ohio alone. Indiana, Michigan, Illinois and the eastern states are all short. Michigan and Indiana are about on an equality with Ohio. So it can be readily seen that it will require an immense amount of surplus wheat in the western states to make up the shortages in the East. The most conservative figures that I have been able to gather together is a crop of 450,000,000 bushels of wheat, both spring and winter. This is giving the spring wheat crop at 125,000,000, and I have seen estimates as low as 75,000,000, and estimates that one would naturally think were correct. If the estimate of only 75,000,000 is raised in the Northwestern states or in the spring wheat territory, this would reduce the entire estimate to even 400,000,000 bushels.

I have given the wheat situation a great deal of careful attention, and have gone to considerable trouble and expense to get the statistics direct; and while my figures compare very favorably with most of those I have seen, I cannot figure out where this country will have to exceed 450,000,000 bushels of wheat in the harvest of 1900, unless, of course, spring wheat comes out very materially in the next six weeks, and there is very little if any prospect of such being the case.

We will take the years from 1881 to 1890, and the average is about 430,000,000 bushels. In the past three years, from 1897 to 1899, we have had an average of 585,000,000 bushels of wheat; and the surplus of old wheat remaining on hand on July 1 did not exceed 8 per cent more than that from 1881 to 1890, when the crops were fully 50,000,000 bushels on an average less per year. So by calculation one can readily see that the wheat situation in this country is anything but very flattering for export.

It must also be taken into consideration that the home consumption increases very rapidly. Take, for instance, the three years past, when we raised an average of 585,000,000 bushels and exported comparatively less than we did from 1891 to 1900, and you will find that the surplus of 1899 shows that the home consumption has increased wonderfully.

We went into the July harvest this year with a less surplus of wheat in the farmers' hands and in the elevators, comparatively speaking, than we have for many years past; and with the prospect of only 450,000,000 bushels being raised it stands to reason that the prospect for America having good prices for wheat before the year 1901 is very flattering.

Taking a grain dealer's standpoint of the situation, it is much better to be able to pay the farmers a good price for their wheat than it is to buy it at a low figure. The satisfaction to all persons concerned in the deal is one of congratulation, and it is my opinion that this will be the result for the next twelve months to come. I don't look for what you would term an unhealthy price on wheat, but I do look for a good round figure to be paid all the year around. At the present time a profitable price is being paid for wheat and one that the farmer can realize nicely on, and those that are compelled to sell at once are getting the benefit of it. Those who can afford to hold their wheat, in my opinion, will be the gainers. It does not require a smart person to figure out future results with everything pointing to the immense shortage that we are bound to run up against before the crops of 1901.

H. S. GRIMES,
Portsmouth, Ohio, July 9.

The cry of Kansas newspapers for 20,000 men to come and help out with the wheat harvest at \$3.50 a day was largely wind. Men from other states were not in serious demand, and wages did not range beyond \$1.50 to \$2 per day. The demand for men at the state's labor employment bureau was comparatively light, showing that the state had men enough at home for the work.

WABASH BUYS AN ELEVATOR.

The Wabash Elevator, operated by the Chicago Elevator Company, has been sold to the Wabash Railroad Company. This is the elevator recently made prominent as the scene of the "elevator scandal" at Chicago.

The elevator company was the lessee of the site. The elevator was built in 1888 under an agreement with the railroad company, by which the latter might purchase at cost price on the exercise of an option. The elevator has a storage capacity of 1,250,000 bushels. The land has a dock front of 705 feet on the south fork of the South Branch, and runs east to the Wabash tracks between Thirty-first and Thirty-second streets. The building was originally one of the two warehouses built by speculators for railroad use, the Indiana being the other house. In 1892 the Wabash Railroad Company leased the first house, which is known as the Wabash, for seven years and six months, with the option to purchase at the expiration of the lease. The railroad company assumes a mortgage held by Russell Sage and Geo. J. Gould, due June 1, 1908.

From the proceeds of the sale, the Chicago Elevator Company paid to A. O. Slaughter & Co. \$148,000 to take up grain receipts held by the latter, issued by the company, whose agent had, in violation of law, shipped the grain from the elevator without canceling the receipts. The company is said to still owe Slaughter & Co. on the same account the sum of \$104,000.

AS THE COMMISSION SEES IT.

A complaint was some time ago filed by a firm of grain dealers at Marietta, Kan., with the Interstate Commerce Commission, complaining of the competition of the line houses. This communication was made the subject of an inquiry by the Commission, and shortly before the adjournment of Congress, the Commission, in reply to a resolution by Senator Harris, made the following statement:

"Railroad companies engaged in carrying grain from Marietta and various other points in Kansas obtain much the larger portion of such traffic from particular companies or firms. For example, Peavey & Co. buy and ship over the Union Pacific Railroad; Counselman & Co. over the Chicago, Rock Island & Pacific; J. K. Davidson & Co. over the Missouri, Kansas & Texas; J. F. Harris over the Chicago, Burlington & Quincy, and Richardson & Co. over the Atchison, Topeka & Santa Fe. Such buyers and shippers of grain are usually referred to as 'line dealers' and they have sometimes been referred to by railroad officials as their Southwestern grain agents.

"Other buyers of grain in such localities, though provided with facilities for economical handling and shipment, have been unable to obtain any considerable amount of grain in competition with the line dealers, because such line dealers have paid much more at competing points than the market price at Chicago or Kansas City added to the published freight rates to these markets.

"Through the continued offerings of prices in excess of those fixed in the market cities combined with the published railway tariffs, many of the independent dealers have been forced out of business or brought up to the point of doing little or no business.

"After securing a practical monopoly in particular localities the prices offered by the line dealers have fallen to and sometimes below those fixed by the market price and published transportation charge. Frequently the line dealers would force the formation of a pool between themselves and other dealers at a given point, which would give them a larger portion of the trade. At other places they would offer to buy out the independent dealer at a price much below the value of the plant, and threaten to destroy his business if the offer should be rejected.

"It appears strongly probable that wrong has been done and that it has been effected, not in the construction or adjustment of lawfully estab-

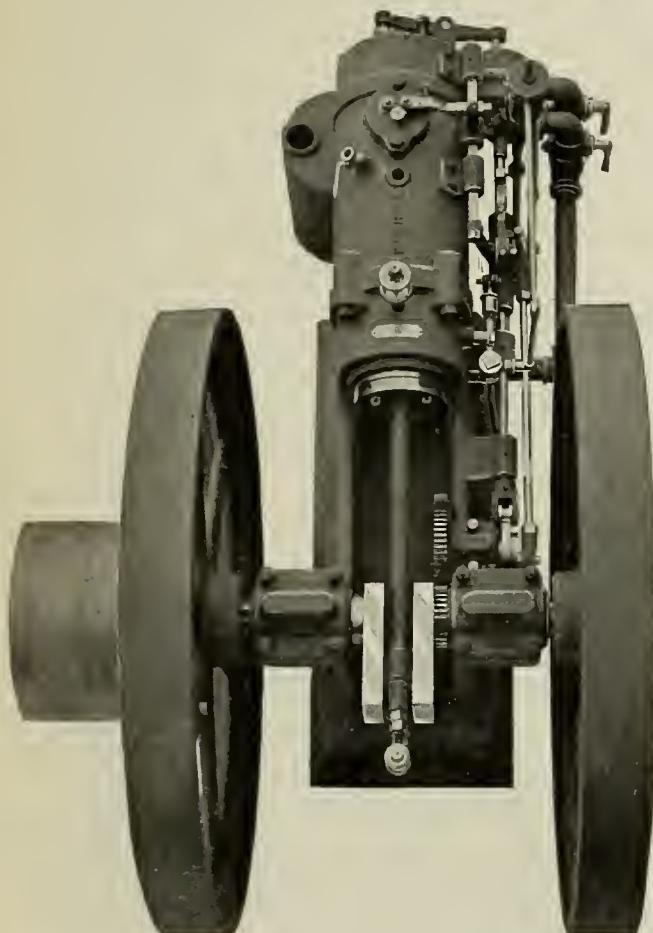
lished tariffs subject to correction by this Commission, but by discriminating deviations therefrom—criminal acts—which are cognizable only by the federal courts.

"The ascertainment with sufficient certainty and detail of facts necessary to determine whether judicial proceedings ought to be instituted, and if so to sustain that proceeding, apparently requires such expert examination of the books and papers of the carriers the Commission has no authority under law by itself or an agent to make. It does not appear that anything further can be done by the Commission which is likely to lead to beneficial results."

A BIRDSEYE VIEW OF A PIERCE ENGINE.

The accompanying cut shows a novelty in gas engine illustration. It is one of a series that appears in the late catalog of the Pierce Engine Co. of Racine, Wis., and while the photographer seems to have gotten "above his job" yet the view shows many of the working parts to advantage.

The observer is looking directly down on the top of the engine, and the view shows the general



BIRDSEYE VIEW OF A PIERCE GAS ENGINE.

arrangement of the valve motion, which is the same in all the Pierce engines from two horsepower upward. The large opening at the left and near the end of the cylinder leads into the exhaust muffler, and where the exhaust pipe is connected, the small opening on the top of the cylinder is where the return pipe connects to water tank. The valve at the left of this is the relief—this is opened to start and closed as soon as engine is running. A very important feature is the two small openings at the end of the piston, which are the oil pipes for oiling the piston pins.

The electrical igniter is on the top and near the end of the cylinder, also method of operating is plainly shown. All the working parts are in plain sight, and easy to get at for repairs and all are located also on the right side, permitting the engine to stand close to the wall if necessary.

The first car of 1900 wheat arriving at Kansas City was received by the Lockwood Grain Company on June 14. It came from Niotaze, Kan., consigned to Tomlin & Beall. It was wet, tested 51½ pounds, and was graded "no grade." It was sold to the Richardson Company for 70 cents per bushel. The second car came from Bliss, Okla., June 18, and was received by the Kemper Grain Co. It graded No. 2 red, 60 pounds and brought 74 cents per bushel.

BOARD OF TRADE WEIGHTS.

[A paper read by H. A. Foss of Chicago, at the annual meeting of the Illinois Grain Dealers' Association, June 13, 1900.]

I will endeavor as briefly as possible to give you an idea of the way we look after the weighing of grain in Chicago. The system is substantially as follows: When a car to be weighed is brought to an elevator, it is examined for leaks, placed at the boot for unloading and elevated to hopper scales. Whenever the scales will allow, carloads are weighed at one draft. The capacity of the majority of scales in Chicago ranges from 600 to 1,400 bushels. In most of the elevators there are garners situated over the scales to receive the grain before it is admitted to the scales. These garners are a great convenience, as it is possible, where weighing is done in more than one draft, to elevate the balance of a carload while the first draft is being weighed. The weights are taken by two men, one being my deputy, entered without calling and afterward compared. Many of the scales are equipped with patent (not automatic) registering devices, which are also used, thus making a third record of the weight. Where weighing is done on track scales, it is similar to that done in the elevators, except that cars are weighed before and after unloading, as the marked tare is not reliable, sometimes varying 2,000 pounds from the actual weight. These weights are mailed to the office each evening and certificates are issued on them the following day. They are made out by authorized clerks, whose initials appear under the name of the Board of Trade weighmaster. When this is done they are checked over to see that they agree with the deputy's report before they are allowed to go out. These reports are all figured over by a clerk in the office and verified before filing.

For some time past the necessity of more careful attention to scales has become evident, and in order to release ourselves of this anxiety, I have employed a scaleman who is very expert in all branches of the scale trade. His work is to make frequent tests of scales at all the elevators where we supervise the weighing, and also to make immediate tests when necessary. He is furnished with ten tons of test weights, two sets of fine scales for sealing these and the counterpoise weights. The counterpoise weight scale is made so that he carries it with him, and makes tests whenever we see fit. This outfit of weights and scales is the property of my department.

I have in my employ all experienced men, who thoroughly understand everything pertaining to the weighing of grain and are moved from one house to another as the business needs or the occasion demands. We have daily communication with these men.

In addition to this we have a force of men, of whom I am one, who make the rounds of the different elevators each day, visiting the deputies and looking after the interests of cars and the condition of scales. They also visit railroad yards, some of which are situated in remote parts of the city, to see that they are properly watched. Where we find yards in a neglected condition we take it up with the railroad company and insist on a watchman. This is very essential, as some yards are located in out-of-the-way places and cars remain there for days at a time.

We have made many trips both East and West to locate and prevent discrepancies. On our western trips, we generally test the scales, weigh a few cars, seal them with our own private seals, meet them here in the inspection yards, reseal them after inspection, examine seals and condition of car upon arrival at the elevator, or place of unloading, to see if the seals have been tampered with. In this way we can generally locate the cause of the trouble and prevent continued shortages. These trips cost us last year over \$1,000.

A thing that might be of interest to you is the extent of our business for 1899. During the year we weighed 380,454 cars, or an average of 1,260 cars per day. There was weighed to and from ves-

sels 72,124,524 bushels of grain, in addition to 76,888 bags of seed. In hauling this large number of cars, we have only filed 1,748 shortage complaints. We have located over 200 of these at Chicago, besides adjusting about 250 more, and making satisfactory arrangements with country shippers.

The cause for the major portion of these was found to be leaks, mistakes, poor facilities for weighing and incorrect scales at points other than Chicago. Since I took charge, the fees have been reduced at ten or twelve places and seed weighing has also been reduced from 2 cents to 1½ cents per sack, excepting on small lots.

The most important thing, and the greatest benefit to the country shipper, has been the discontinuance, by railroads terminating in Chicago, of allowing after-sweeping in their yards, thereby enabling us to know whether sweeping is properly done by the elevators when grain is unloaded. This has been accomplished by the incessant work and the constant watch we have kept of the abuse by the after-sweeper during the past two years. Commencing with 1899, we can say to the country trade that there is absolutely no after-sweeping permitted by any railroad in the elevator yards at Chicago. This, in my opinion, is the principal cause for the reduction of shortage complaints during the year 1899, and will be a decided help to us in the future.

I will not endeavor to instruct any of you gentlemen how to run and equip a country elevator, as in all probability you know more about it than I do. I do know one thing, however, that if all country elevators were properly provided with scales for weighing the exact amount run into a car there would be fewer complaints and the cause for shortages could be more definitely located.

The country shipper who kicks at Chicago weights and enters a complaint of shortage when he is not sure of his own weight being correct, should realize that he is robbing us of golden hours which no reward can ever return, and which should be spent in serving him to better advantage. The wise builder builds for the future. We should all have some feeling for the other fellow. In other words, think of someone besides yourself. This can be done well and thoroughly and still allow nobody to crowd you out of line.

The honesty of the Chicago elevator owner and operator compares very favorably with that of the average man. There are lots of men operating elevators in Chicago who are as good and square as any on God's footstool. There are some, however, whose souls are infinitely small. What we want as Chicago elevator men and I might add, country shippers, are men who are willing to work occasionally to relieve another's sorrows and double another's joys.

OHIO STATE ASSOCIATION.

H. S. Grimes, president of the Ohio Grain Dealers' Association, has announced the members at large of the governing board of that Association as follows: R. D. Sneath of Tiffin, J. S. Dewey of Blanchester, W. J. Ross of Ansonia. These gentlemen in addition to the officers elected last month at Put-in-Bay from the membership of the board. They will serve until the next annual meeting, to be held in May or June, 1901.

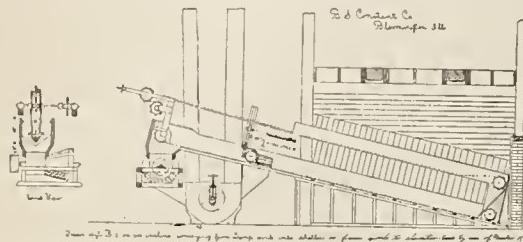
New wheat has been going into Galveston in unprecedented volume for this time of year. On the morning of June 25, there were 280 cars on track at the elevators, with arrival of 193 cars on the previous day.

The Granary, once the largest building in Boston, was maintained by the town during most of the last century. It would hold 12,000 bushels of corn in reserve, to be sold at cost to the poor in time of famine. It stood on the place of the Park Street Church, a plain, old-fashioned meeting house, with a really fine spire, built by an English architect in 1809. The intense orthodoxy that was preached here won for the locality the name of Brimstone Corner.

GRAIN FEEDER STYLE B-2.

We illustrated last month the B. S. Constant Grain Feeder Style A-2 and present herewith the next in the series, Feeder Style B-2 and Style K, likewise manufactured by the B. S. Constant Co. of Bloomington, Ill.

These two feeder heads work, as shown, on the same chain, conveying all kinds of grain on the incline 20 feet long with 50-inch raise from the dump sink to either elevator boot or sheller as desired. By raising Style K about 15 inches ear corn will pass on to the sheller, while all shelled corn will drop through the grate bars just under Style K into the hopper leading to the elevator boot. Thus ear corn and shelled corn can be dumped at the same time and as soon as the feeder cleans the



THE CONSTANT GRAIN FEEDER ON AN INCLINE.

sink of corn (which it does thoroughly) any other grain can be dumped and elevated.

When it is desirable to elevate ear corn it is only necessary to take out the grate bars and lower Style K within 1½ inch of track iron and turn on the power. This can be done by the engineer. No one is required to watch them as they are self feeding and they increase the capacity of any machine, sheller or cleaner, by reason of maintaining a regular feed. The feeders are made in 12 different styles to suit various locations.

THE RELATION OF THE TERMINAL OR SEABOARD BUYER TO THE COUNTRY SHIPPER.

[From a paper by C. P. Blackburn, of Baltimore, Md., at the annual meeting of the Ohio Grain Dealers' Association, June 13, 1900.]

The relation of buyer and seller is, it seems to me, one of mutual dependence, and, therefore, to maintain the very best relations between us is an object worthy of our best efforts at all times. The shipper must in some manner dispose of his goods, and the buyer, who has at great labor and expense established a business, either local or foreign, from which he secures his income, is dependent upon his purchases to keep that business going. Now, it seems to me a self-evident proposition that, in order to secure and retain preference with shippers any buyer must of necessity be not only fair but liberal with each shipper who deals with him. On the other hand, when we consider what a big country this of ours is, it is equally clear that shippers must also act fairly and liberally or they will be let alone by the better class of buyers and be compelled to make less favorable arrangements than they might otherwise enjoy.

But enough of generalities. Let us consider a few practical questions, beginning with some of the causes which tend to make the relations of shipper to buyer less satisfactory than it should be. No doubt one of the first questions of this kind which will occur to many shippers is that of inspection. On this question there have been probably more differences of opinion than on almost any other arising between buyer and seller. In times past, certain markets have in effect maintained a high standard for inspections and a much lower one for outward shipments. This is reprehensible; and we cannot do otherwise than condemn it. In some markets heretofore, including, of course, Baltimore, and in nearly all markets now, the determination and constant practice is to grade justly and to give such satisfaction on this point as will please all reasonable shippers. In trying a new market a shipper will sometimes be dissatisfied and quit; whereas, a little inquiry and study as to the requirements of that market will oftentimes make

him money, notwithstanding an unfavorable result from a first shipment. A thorough knowledge on the part of shippers of the methods of inspection and the requirements of each market is very desirable to avoid misunderstandings. It may seem useless to most of you for me to go into details; but if any are unfamiliar with these methods in our well-organized markets, perhaps the rest of you will pardon our giving a moment to their consideration.

In brief, a chamber of commerce, or other large organization, appoints a committee on each kind of grain, on hay and straw and clover seed. These committees establish standards for their chief inspector and his assistants to be governed by, and it is the business of the chief to keep the inspections of all of the assistants at the various stations and elevators alike and even. These inspectors are chosen with special care to obtain the services of men whose moral character is above reproach. Their inspection of incoming cars is, a large part of it, done each day before the buyers arrive at their offices and while they are reading their mail. The off-grade lots are sampled and immediately reported to the receivers on change. If there is the slightest chance to work in any of these cars on contract grade, the chief inspector, or in some cases even the committee, is appealed to, and in this way you can readily see that an unjust or mistaken decision cannot stand. Right here I want to refer to the claim made by some commission men that they attend more closely than the direct buyers do to the grading. Buyers have no controversy with commission men as such, for it is much easier and less troublesome to buy from a commission man than from a country shipper, but when false statements are made it is only fair to deny them; and statements have been made that buyers let off-grades go without effort to raise them and even that they plead with inspectors to degrade lots already passed as contract quality. It seems to me that the full answer to such assertions is involved in the question, "Are all buyers both fools and knaves?" A buyer who would make an unreasonable demand of an inspector would stand a chance of being reported for discipline. Nor does any buyer, even if he be actuated by most selfish motives, care to run the risk of losing a shipper whose business he has gained by careful effort for the sake of getting an off-grade lot similar to what he could, no doubt, buy in the open market.

Another irritating factor between shipper and buyer is the tricky and dishonest dealer. For the elimination of such this Association was in part formed. Let us all strive to rule out of business any individual or firm whose methods are not above reproach.

With distributors and exporters in the larger markets there is another practice on the part of country shippers which sometimes tends to mar the cordial relations which should exist, and that is the sending of option orders for execution by those whose business is buying and storage. I once heard a long established and successful merchant make a remark in which there is oftentimes a good deal of truth. He said, "In the course of my business I have had a great deal of option commission business, but I have never solicited it; for if a shipper makes a deal and makes money he pats himself on the back and calls himself a smart fellow, but if he loses money you're a blamed rascal, and that settles it. Then very often you lose his regular business." Of course there are many shippers who take option deals with a full understanding of the risks and who stand up like men to whatever the results may be; but too often when losses are made some expression of opinion on the part of the firm in the large city is referred to in the mind of the shipper, and the regular business may be more or less interfered with by his disappointment. There are almost everywhere those whose business is exclusively "option commission;" is it not better to trust all such deals to them?

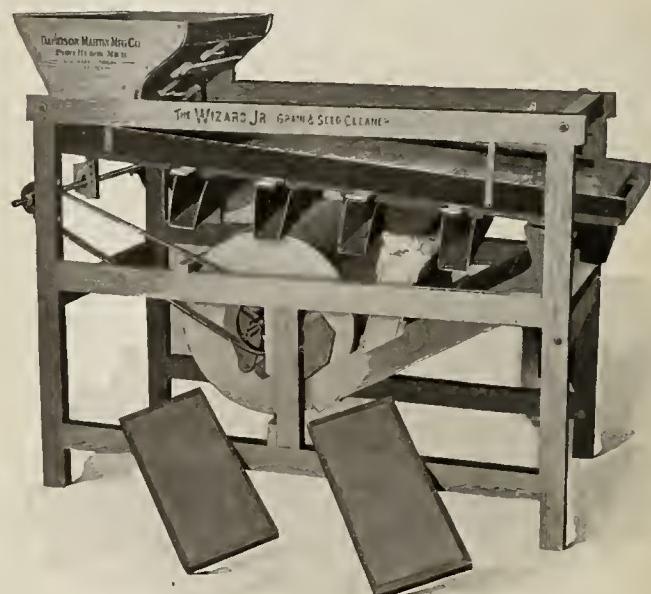
Almost as far back in history as we have record of commerce being carried on in great volume, we have also the records of large and influential organizations of merchants in the various cities of

the world—organizations formed for the purpose of mutual benefit and for closer and more profitable business relations. Who is there to say other than that these associations have accomplished in great part their object, and are now well fulfilling their mission? Notwithstanding this success, it is only in recent years, according to the writer's information, that attempts have first been made in a similar direction by the merchants of the interior. It seems to me that both shippers and buyers have very much to hope for from organizations like "The Ohio Grain Dealers' Association." Let us all do all in our power to achieve the best possible results and to rule out of the relation of buyer and seller all unpleasantness and causes for dissatisfaction; for life is too short to worry and the opportunities for happy life are too good to be jeopardized by lack of effort to attain them. Very much of practical results have been and can be attained by united effort. This Association and others with similar aims should be perfected and well supported, so that all abuses and also plans for betterment in methods of business may be carefully attended to.

It seems to me that a system of regular or frequent correspondence between associations such as this and the exchanges at terminal markets might do good. But after all the relation between buyer and seller is very largely under individual control and responsibility. Let each of us do right and manage his business with energy and good judgment, and the country will be safe.

"WIZARD JR." GRAIN AND SEED CLEANER.

Dealers who are anxious to improve the quality and cleanliness of wheat raised in their locality should encourage farmers to use such a machine as the one illustrated herewith—the "Wizard Jr." Grain and Seed Cleaner. Perhaps it would pay to install such a machine and clean all the seed



"WIZARD JR." GRAIN AND SEED CLEANER.

wheat and other grain for your customers free of charge, or, at any rate, for a very reasonable charge.

The machine is a simple affair, and yet, with the 16 different sieves furnished with it, it is possible to handle anything from the finest grass seeds to corn, beans, etc. By pulling out the slides any number of separations up to six can be made. By turning a valve and directing the air blast upward, oats can be separated from wheat, of course, making use of a proper sieve.

The foul seeds are not scattered broadcast, but are spouted out at the side of the machine, and can be collected in bags or boxes and burned.

This machine is made by the Davidson-Martin Manufacturing Co., Port Huron, Mich., who are well known as the promoters of the "Wizard" system of grading and purifying.

Another train load of twenty ears of corn from Kansas to India's famine sufferers reached Chicago via the Santa Fe Route on June 21.

THE CHICAGO BOARD OF TRADE AND THE BUCKET SHOPS.

In the first trial of strength between the Chicago Board of Trade and the bucket shops, the Board of Trade won, having on June 19 obtained from Judge Tuley an order for an injunction restraining the Christie-Street Commission Company of Kansas City from using the Chicago Board's market quotations and forbidding the Western Union Telegraph to furnish the quotations to the bucket-shop men. The injunction dissolves that against the Board previously issued in favor of the Christie Street Company, and affects not only the concern named but its many branches, in Missouri, Kansas, Nebraska, Oklahoma and Texas, as well as bucket shops generally. The case was appealed, of course; and on June 29 the Christie-Street Company secured an order from the Appellate Court directing that the *statu quo ante* the decision by Judge Tuley be allowed to stand until a decision shall have been rendered by that court. The company had also obtained an injunction in Kansas City forbidding the Western Union Company to stop its quotations, as ordered by Judge Tuley. This, of course, means a prolonged and tedious litigation, as an appeal may be possible to the Illinois Supreme Court after the Appellate Court gets through with the case.

The decision by Judge Tuley reverses, or, at least, revises a prior opinion of the Supreme Court, that the quotations of the Board are public property for lawful purposes, which is the keynote of this issue. He holds that, while the quotations have, in the nature of things and the manner of their distribution in the past, acquired a "public interest," still the Board does retain a private property interest in them; and that when they are furnished by others to bucket shops, which he found to be places where prices are made the basis of gambling operations that are clearly in violation of the laws of both Missouri and of Illinois, the reputation and business of the Board will be injured, and therefore the Board is entitled to relief. The Board has the right to collect its own quotations, though not to discriminate in their distribution against the Western Union Company nor to oust it from the floor of the Exchange without notice. The injunction against the Western Union was issued because the restraining order against the Christie-Street Commission Company would be inoperative without it.

The decision is a very long one, but may be summarized very briefly. He held that the evidence clearly disclosed the fact that the Christie-Street Company is a bucket shop, and disposes of its claim that it is doing a legitimate business by saying:

The evidence shows that the Christie-Street Commission Company never purchased or sold a bushel of grain, although it made trades amounting to 157,000,000 of bushels in a year. The evidence shows that bucket-shopping or gambling in prices on the Chicago Board of Trade of grain and other products was the main business of complainants so far as the dealing in said grain and other products was concerned. The printed contract was a mere pretense, it was one of the instruments used in carrying on the gambling, the quotation being used as dice are used, to determine the result of a bet. The assertion in the contract that it would accept business only on the agreement that the property was to be delivered or received, as the case might be, and that they would not accept business under any other conditions, was a pretense of virtue calculated to arouse suspicion in itself...

The complainant has no standing in a court of equity to compel the defendants to continue to furnish it with market reports and quotations for the purpose of carrying on the business that he appears to have heretofore conducted, and no standing to demand that the Board of Trade and the telegraph company shall not come to an arrangement or understanding by which he shall be deprived of the market quotations in question. The injunction issued upon the original bill must be dissolved and it is so ordered.

The false pretense of the Christie-Street Commission Company, advertised to its customers, that it has a private wire to the Board of Trade of Chicago, and that its so-called "trades" are executed on the floor of the Board, is a fraud, which must

necessarily injuriously affect not only the reputation of the business done upon the exchange of the Board, but also the amount of business done thereon and also the value of this "species of property," the market quotations.

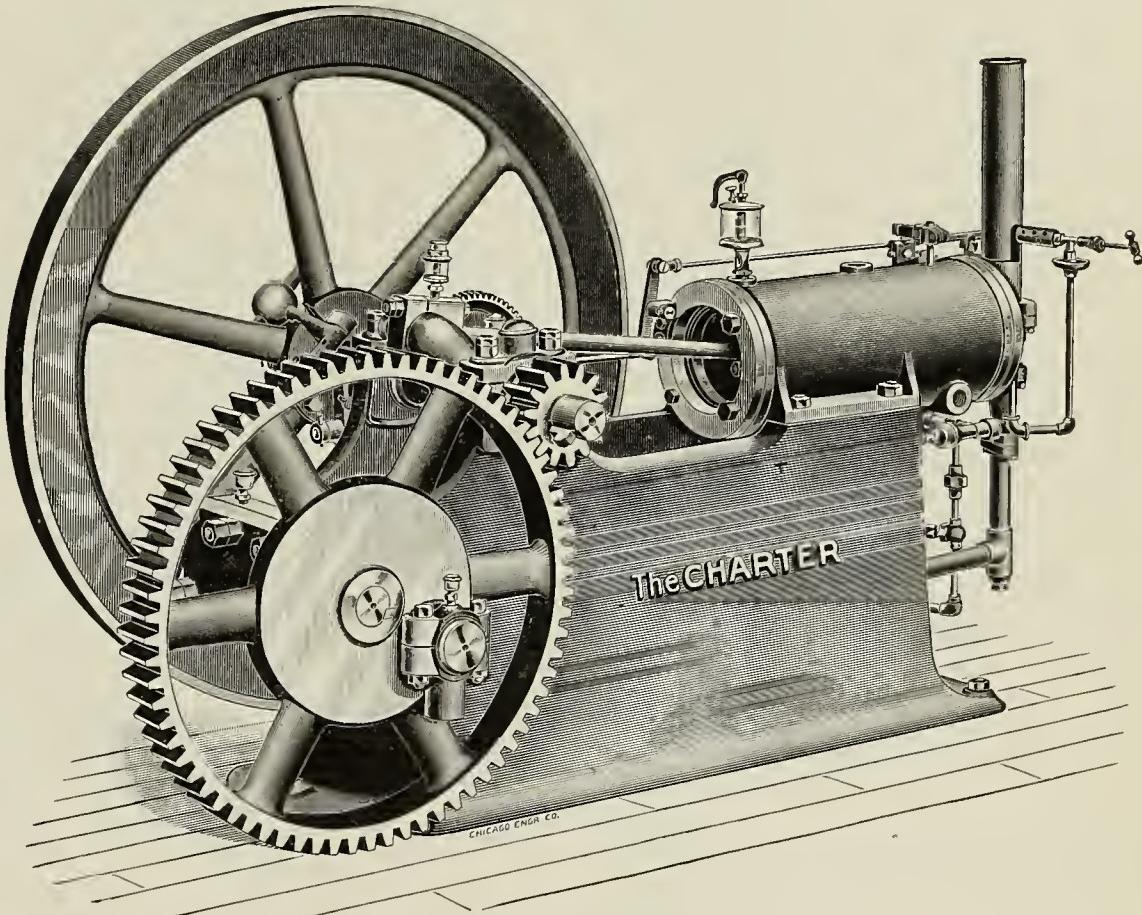
Without reference to the quantity of interest of the Board and of the telegraph company in the quotations, or the nature of such interest, these quotations still remain private property, affected with a public interest. The fact that private property or private business becomes affected with a public interest does not destroy its character as private property or private business.

The Board of Trade has a legal right to demand that the telegraph company or agents that it permits to gather these market reports shall conform to all reasonable rules and regulations of the Board as to the use of its exchange floor. There may be—I am inclined to the opinion that there is—no implied obligation arising out of the permit to the telegraph company, that it shall not deliver the quotations to any bucket shop, but, in my opinion, there is an implied duty upon the telegraph company to be used in carrying on a business which will injuriously affect the business reputation of the Board or its members, or which will injuriously affect the business transacted upon the floor of the exchange, or which will injuriously affect the value

provided the crop is as good as last year, it will make a total this year of about 30,000 tons, says The Packer. Last year fully 10,000 tons of old brush were carried over. While the Union Broom Supply Company will not tell what it has in stock, those in position to know claim that it will carry fewer than 7,000 tons over. On this basis, the total estimated crop and what will be carried over will make only about 2,000 tons more than that carried over last year. This would argue good firm prices for next year's brush. Brush is now worth about \$120 per ton.

CHARTER GAS ENGINE WITH PUMPING GEAR.

A circular just issued by the Charter Gas Engine Co., Sterling, Ill., affords striking evidence of the widespread use of gas and gasoline engines, and the great variety of uses to which they are put. The circular mentioned contains testimonials from users of Charter Engines in 40 states and territories as well as Mexico, and it is interesting to



CHARTER GAS ENGINE WITH PUMPING GEAR.

of this "species of property"—these market quotations.

In concluding the decision says: "I can see many complications in regard to these quotations arising out of the present status of business affairs, and it may be that remedy by injunction will prove ineffectual to protect cross complainant's rights in regard to its market quotations, and the use to be made of them. But, if a bucket shop has no standing in a court of equity to either demand that it shall be allowed to receive them, or that the telegraph company sending them shall not discontinue such service (as to which there can be no reasonable doubt), it would seem possible for the Board of Trade and such telegraph company, by a friendly co-operation, not only to protect the complainant's rights in these quotations, but also prevent their use for unlawful or gambling purposes."

For the time being, in view of the order of the Appellate Court, which heard arguments on the appeal on July 9, the relations of the Christie-Street Company, the Board and the Western Union Company continue exactly as before the decision was rendered, none of the parties availng itself of the decision until affirmed or reversed by the higher courts.

The broom corn was all planted by the middle of June. The acreage has been increased 50 per cent in Oklahoma and 10 to 15 per cent in Kansas. The total crop last year is estimated at 25,000 tons, 70 per cent of which came from the Illinois Central district. Kansas probably grew 20 per cent of the rest. If there is the estimated increase this year,

note that all these engines were set up and started by the company's printed directions, thus avoiding the expense of sending high-priced mechanics and engineers long distances to install a power plant.

The diversified use to which Charter Engines are put has been greatly facilitated by the manufacturers adapting its construction to meet the needs of various lines of work.

This is especially true of the pumping of water for city, farm, residence, hotel, irrigating, mining and manufacturing purposes. In addition to building a Charter and double-acting pump combined, also a vertical Charter with pumping attachment for lifting water not more than 25 feet, the company build their horizontal Charter with a special base, carrying a pumping gear for use over deep wells, a new cut of which is shown on this page. This can be readily attached to any deep well pump head, or used in connection with a walking beam.

The gearing is machine cut and practically noiseless. The engine is fitted with electric and tube igniters, and also pump for raising the gasoline from low tank if desired. The engines are made in six sizes, ranging from 3 to 14 horse power. Each size is capable of three different lengths of stroke; on the 3-horse power size the stroke can be made either 8, 10 or 12 inches, while on the 14-horse power size the stroke can be varied from 18 to 24 or 30 inches at will.

MEETING OF GRAIN DEALERS' UNION.

The quarterly meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was held at Creston, Iowa, July 12. President Hunter called the meeting to order at 2 p. m., and said: "As we had not met for about four months we thought it best to call you together in order to get acquainted again. I am not satisfied with the attendance and judging from appearances we seem to be retrograding. We have accomplished good results—we have not a scalper in our territory—yet just a little lack of interest will set us back into the conditions which prevailed before our organization. I would suggest that when you go home and meet your neighbor you talk this matter over with him, for we do not want members to lose their interest in Association work."

Secretary Stibbens read the following paper:

Mr. Chairman and Gentlemen:—Having had something to read or say at all our past meetings it has become chronic with me, and I cannot refrain from speaking to you to-day. We are pleased that so many of our members are present. It certainly means something; and if you had not been reasonably well benefited by this organization, you certainly would not be here. We can congratulate ourselves on the prospects of bounteous crops, and our future would look bright indeed if it were not for the fact that, when we are surrounded with all the blessings pertaining to mankind, some dealer takes it into his head that he is tired of harmony and desires a taste of high life, by raising his competitor's bid and goes him one better; and at once a fight is on which sometimes takes months to settle. Before it is possible to settle such cases a dozen stations will become involved in the fight. This disease seems to be and is contagious and spreads like a fire in a dry forest. Then you wonder why it is we cannot control our members, and you insist on adopting more stringent rules to govern this organization. You forget the fact that you all make up this Union, and when you, as members, openly violate the regulations that you have helped to make, you are seeking the destruction of the very vitals of this organization.

Too many of us place no value upon our word of honor when not backed up by a good-sized forfeit. This should not be. You should regard your word as highly and sacredly as you would your bond. These periodical crazy spells that some of us are subject to are very expensive to ourselves as well as to our neighbors. Do not forget the fact that these same spells cause the railroads endless trouble. In these fights, in order to knock your competitor out, you seek the assistance of Mr. Davenport or Mr. Bechtel; but you fail to tell them that you are helping along the fight as much as possible by paying exorbitant prices for grain. Oftentimes you write them they are losing large lots of grain on account of the price your competitors are paying, and the probabilities are that you have forced your competitors to do this. All the trouble there is in our territory is among the dealers themselves and they are the ones to blame, for you have no scalpers to contend with, and it's simply a fight among yourselves. It would seem that if a man has brains enough to conduct a grain buying business he would know enough to treat his competitor fairly; but some of us do not do it. Very few of us are willing to accord to our neighbor the kind of treatment we exact of him. The railroad officials are assisting us in every way possible to maintain a harmonious trade. The commission houses and track-buyers, with few exceptions, are supporting us; but we find ourselves our own worst enemies, fighting among ourselves. Who in this audience can offer a remedy?

The great trouble with us is we meet and patch up our old troubles, go home and commit the very same sin that caused us grief before. If we were school boys, there would be some excuse for us; but we are not. The most of us have grown gray-headed in the business and know better, but don't do it. Every grain dealer in the country who is not willing to be honest with his neighbor should be driven out of the business. We realize this is a broad assertion, and you ask how are you going to do it? I hear someone say over there, "Shut off his bids." Yes, this is very easily done. Another says, "Notify the commission people not to receive his consignments." Right here is where we strike a snag. Most commission firms are ready to do this, but we find a few who say, "He has been a customer of ours for years, and if we refuse to take his shipments their are a dozen other firms ready to take them." When we run up against this kind of firm that is invariably their excuse, and they persist in taking the disturbers' grain on consignment, even though it demoralizes the business of a dozen other dealers who patronize the same house. We believe the only way to convince this class of commission houses of the error of their ways is for every country dealer who happens to patronize the offending firm to say that unless they cease to take this class of consignments they will discontinue their own patronage. This must be done by each individual dealer when the occasion requires it, in a plain, emphatic way; and by the time one of the above-mentioned firms receives fifteen or twenty personal letters from dealers they will begin to realize that we mean what we say. In my opinion this is the only way to eradicate this evil; and when it becomes necessary for you to write some firm this kind of a letter, make your word good and do not give them a cent's worth of business until they are willing to support us. We realize it will take a little courage on your part to do this, but you cannot afford to shrink from your duty.

Occasionally a matter of this kind comes up when it

is absolutely necessary for us to ask you to lend us a helping hand; and you will remember we will never ask you to do anything of this kind unless it becomes necessary. When trouble occurs, some of you become very impatient and think it should be settled in a day's time, and notify Mr. Hunter and myself that unless certain matters are fixed up quickly you will withdraw from the organization. You do not seem to understand that this kind of work must be done by moral suasion, and you are not willing to give us time to overcome the ill-feeling existing between dealers. Nine times out of ten, when trouble occurs, it is caused by jealousy and bad feeling and the disposition to play even with your neighbor.

The class of commission houses just referred to seems to be ever ready to support us, unless the offending dealer happens to be one of their customers; then it is that we hear them complain. They haven't the backbone to tell that dealer they will do no business with him unless he stops demoralizing the trade. And as for other firms taking this class of consignments, if you refuse them we are willing to take the chances if you will do your duty. If every local dealer felt about this matter as I do, this class of commission firms would get little business unless they concluded to let grain associations pass judgment on their own matters. When trouble arises, some of these commission people undertake to tell us what we must do. If all members of this organization will stand together as one man, we will soon overcome this evil, and not until then. All of you certainly know that you have never made any money in the grain business, except where the trade was working in harmony; and it has always been a great mystery to me why some of you have always persisted in fighting your competitors. If you haven't business tact enough to get along agreeably with your competitor, it then becomes your duty to allow this organization to step in and fix matters for you.

Occasionally a dealer will say he knows enough to run his own business without the help of anyone; but we find you are deluded, and it becomes absolutely necessary, in order to promote harmony in such cases, to actually demand of you to let the Union settle the matter for you. To people outside of the grain business this would seem to be a peculiar state of affairs. We believe you will all agree that such is the case, and why is it? Generally your competitor is a pretty decent fellow and commands the respect of the people in his community, but he can't get along with you, who happen to be in the same line of business. Some of you do not stop to think that it is more profitable for you to handle one thousand bushels of grain on a fair profit than to handle two thousand bushels for nothing. But when you handle grain for nothing you congratulate yourselves that you have gotten it away from your competitor, and that alone seems to tickle your vanity. You should remember that the officials of this Union can do you no good unless you give them your support. We have kept this fact vividly before you for the past four years, and it would seem that you should profit by past experience. When a man becomes so mean spirited that he is not willing to accord to his fellowmen the same fair treatment that he exacts from them, it is high time he be driven out of the business world and give people a chance who desire to make an honest living. You all know this Union was organized for the express purpose of killing off scalpers. Now, it appears that we will be forced to kill off some dealers, if we secure the harmony that should exist among us; and how many of you are going to stand by us when we undertake to do it? Some of you have trouble, but you never tell us anything about it. Oftentimes instead of advising us in regard to your differences you notify the railroad officials, or some track buyer, and if we get any information we are forced to pump it out of you.

Some of you remind me of the man who becomes very good during a revival, but as soon as the revival is over and the excitement wears off, you go back to your wicked ways, and you must be reconverted every thirty days in order to keep you in line. Our president will go to your station and settle the trouble existing between you, and occasionally before he gets out of your town you have violated your obligation with your neighbor. As long as you are determined to take advantage of every technicality that may arise, you must expect to have trouble. If for any reason you think your competitor has not used you rightly, go and see him and talk the matter over before you begin a war. By doing so you will often prevent an expensive fight. Do any of you ever consider the bad effects of "bucking" before you commence it? We think not, for some of you seem to enjoy war better than harmony. You have everything to lose by fighting and you have everything to gain by harmonious action. Which are you going to choose?

Some of these fights are brought on by the pure cussedness of the dealers, and this condition of affairs will become no better until you conclude to act honorably and consistently with your neighbors. If some of the receivers would treat you as meanly and contemptibly as you treat your competitors, you would stop doing business with them at once, and you would have good reasons for so doing. You exact and expect fair and honorable treatment from the men who buy your grain; then why not grant it to your competitors?

If we cannot get the support of our members, the sooner we disband as an organization, the better. The governing committee and the officials of this Union have labored hard to benefit you, but some of you persist in creating all the disturbance possible. We have an organization that commands respect throughout the country, and it behoves us to keep it so; but in order to do it, we must have your support. This is not a personal matter with us, but we are trying to show you the mistakes that are being made daily. We have only the best feeling for each member of this Union and are doing our utmost to benefit you. We are just on the eve of handling a new crop of small grain, and the question that interests all of you is, are you going to get yourselves in condition to handle it at a profit, or are you going to compete your competitor to handle it for nothing? After it has

moved beyond the local dealer it will be everlasting too late for you to obtain a profit out of it. But do not forget that if you force your neighbor to handle this small grain for nothing, you will receive no profit out of it and your consolation will be very small. Ask yourselves the question, What will it profit you if you buy all the grain in Southwestern Iowa and get no profit out of it? We can not compel any of you to do business at a profit, but we urge you to consider well your interest and the interest of the trade in general before you commence a war with your neighbor. When you leave this room we trust you will go to your places of business fully determined to work in harmony with your competitors.

W. F. Johnston of Fontanelle, in a discussion following the reading of the paper, spoke of the spirit of forbearance and charity which should prevail among members in settling small difficulties, as by so doing these difficulties themselves would be reduced to a minimum.

W. W. Power, St. Louis, spoke for the commission men present, who, he said, did not buy of scalpers, but were working with the Association. He regarded the fact that a dealer was a member of the Association, as a guarantee of his honesty, and said that he realized that the Association, in itself, put the trade on a good business basis.

The following names were read and on motion were admitted to membership: T. A. Greer, Peoria, Ill.; J. R. Smith & Son, Lamoni, Iowa.

The trouble which the Association has had in settling difficulties at Shenandoah was discussed at length and in its action on the questions involved, the Association placed itself on record as discouraging the entrance into territory and engaging in business in the same, where already there was only sufficient business for the dealer already located there.

Secretary Stibbens said that it frequently came to his notice that a regular dealer made bids at some station outside of his own territory. This was a flagrant violation of the rules of the Association and the member became a scalper by so doing.

The secretary read telegrams from G. L. Graham and H. F. Ketchum, St. Louis, expressing their regrets at being unable to attend the meeting. An adjournment was taken to hold the next quarterly meeting at Council Bluffs in September.

The commission men who attended were: Chas. M. Boynton, representing J. F. Harris, Chicago; Fred R. Faulkner, representing the St. Louis branch; W. J. Marshall, manager, of W. R. Mumford Co., Chicago; I. M. Hutchins, representing Ware & Lealand, Chicago; J. L. Wright, of Brinson-Judd Grain Co., St. Louis; W. W. Power, representing Connors Bros. & Co., St. Louis; Joseph Norton, representing P. P. Williams Grain Co., St. Louis.

Among the dealers present were: J. R. Harris, Northboro; D. A. Hunter, Hamburg; O. T. Hubbard, Chicago, Ill.; G. A. Stibbens, Coburg; J. S. Odell, Farragut; M. F. Hackett, Fairfax, Mo.; J. F. Kyle, Coin; J. W. Sexton, Bridgewater; J. A. and T. A. Kyle, Shenandoah; H. A. Vanschoiack, Elliot; William McMahan, Shenandoah; Thomas Gwynn, Norwich; A. J. Morris, Shenandoah; W. F. Johnston, Fontanelle; J. W. Shambaugh, Clarinda; F. M. Campbell, Randolph; L. B. Payne, Gravity; S. E. Wainwright, Sharpsburg; W. M. Hewitt, Lenox; G. A. Willett and O. A. Talbott, Osceola; E. W. Shoemaker, Spaulding; Harry Stewart, Charlton; W. Dougherty, Hawthorne; C. F. Davis, Pacific Junction; H. G. Abrahams and C. A. McCarty, Prescott; W. Riggs, and R. S. Petrie, Kent; J. R. Giles, Lenox; M. Hennessy, Orient; J. A. Funk, Blanchard.

Robert Baxter and John S. Smith of Victoria, Australia, who propose to erect grain elevators in that colony, are in America examining American grain elevators for pointers.

Secretary Bewsher reports 19 new members to the Nebraska Association; five resignations, and six retirements from business. The number of elevators added to the membership list is 35.

On June 10 the President signed a bill authorizing the payment to the estate of Thos. P. Blair of Shippensburg, Pa., of \$32,000 for grain sold to the government during the civil war. The grain was standing on cars ready for shipment to the Union army, when the Confederates came along and carried off the grain.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Delivery of Wheat Makes Mortgage Good.

Where the parties to a chattel mortgage by mistake execute the same upon wheat and straw grown and being upon a certain tract of land, when in fact it was grown and situated upon another tract of land, the Court of Appeals of Kansas holds (Trice against Myton, 59 Pacific Reporter, 1090) that the mistake may be corrected by the voluntary delivery of the property by the mortgagor to the possession of the holder of the mortgage before any specific rights or liens of other persons have been acquired.

Evidence of an Unlawful Transaction.

While there is no principle of law better settled than that verbal testimony is inadmissible for the purpose of altering or changing a written contract in the absence of fraud or mistake, the Supreme Court of Missouri holds that a card memorandum of a purchase of wheat through a commission company for a certain party, being incomplete and not required by the statute of frauds to be in writing, may have its omitted parts supplied by verbal testimony. Again, while the jury in the case of State against Cunningham in effect found otherwise, the Supreme Court declared (55 Southwestern Reporter, 282) that when it is considered that 5,000 bushels of wheat were to be bought for \$250, to be thereafter delivered "if the buyer did not sell it," it seems impossible to convince the unbiased mind that the transaction was anything other than speculating in margins, which is prohibited by the Missouri statute, and such contracts, therefore, are void. But if does not for that reason consider that if the agent or person receiving the money embezzled it, he would be any less guilty of the latter offense, or should go unpunished therefor. The general rule, it says, is that although money be placed in the hands of an agent for an unlawful purpose, if he intentionally misapply it or convert it to his own use, he is guilty of embezzlement.

The Law Will Help Neither Party.

The doctrine is elementary, says the Supreme Court of Wisconsin in the case of Atwater against Manville (81 Northwestern Reporter, 985), that an action will not lie for the purpose of obtaining a division of the profits, or enforcing contribution for the losses, of a partnership formed to conduct, and which has actually conducted, an illegal business. Another thing which the Court considers equally well settled is that contracts in form for the sale and purchase of commodities, where neither party intends to deliver or accept the property nominally sold, but where it is intended by both parties that the transaction shall be settled by the payment of differences in price according to the rise and fall of the market, are gambling contracts and void.

This was an action brought by one alleged partner against his copartner to recover one-half the net losses of the partnership business, the total of which losses was alleged to be over \$27,000. The fact of partnership was sufficiently proved. It was sought to prove that it was formed for the purpose of transacting a legitimate business so as to avoid the application of the principle first above stated. It was testified that delivery was contemplated in all of the transactions entered into. But it was shown that the firm, which had no capital stock and kept no books, had between March and July made more than 300 different transactions with commission firms, in which in the neighborhood of 8,000,000 bushels of wheat, 80,000 bushels of corn, 355,000 bushels of oats, etc., were either bought or sold, involving millions of dollars; but there was never delivered, or offered to be delivered, a bushel of grain or a bit of any other commodity dealt in, but in every case the transactions were settled by the payment of differences.

This, the court thinks, showed beyond a peradventure that nothing was contemplated, either in

the partnership agreement or in the trades themselves, save settlement of differences, and that the transactions themselves were but gambling in prices. And, for the reasons stated, it declares that the law will help neither party, but leave them where it finds them. So, although the party who brought the action obtained a judgment in the lower court, the Supreme Court reverses the judgment and remands the action with directions to enter judgment dismissing the complaint.

Stands in Shipper's Shoes.

The doctrine of the Court of Civil Appeals of Texas, in the case of Landa against Lattin, 46 Southwestern Reporter, 48, which was reported at considerable length in these columns and caused considerable comment, finds support in the recent decision of the very able Supreme Court of North Carolina in the case of Finch and others against Joseph Gregg and the Seymour-Danne Company, intervenors (35 Southeastern Reporter, 251). The Supreme Court refers to the former case as being "on all fours" with this one and to the opinion in that case as a very clear and able discussion.

In January, 1899, the defendant Gregg, in Chicago, sold to the plaintiffs, Finch, Richardson & Co., at Springhope, N. C., a car load of "good corn." Gregg drew a draft on them for the price of the corn, and sold it to the Seymour-Danne Company, to which draft was attached the bill of lading, which was made out to his order and which he assigned by indorsement to the purchasers of the draft. The consignees paid this draft. But the carload of corn was injured.

In May, 1899, Gregg sold another carload of corn to the same parties and also a carload to another firm at the same place. As with the January shipment, the bills of lading were made out to the order of the shipper, who indorsed them to the Seymour-Danne Company, with a draft attached, drawn on the purchasers in Springhope. On the arrival of the two carloads of corn, they were attached by Finch, Richardson & Co., for the damages above stated, as sustained on the January shipment.

To this proceeding Gregg alone was originally made defendant; but the Seymour-Danne Company appeared in the case, through their attorney, and were "allowed to make themselves parties defendant, and intervening they defended said action." And Finch, Richardson & Co. were allowed to amend the attachment proceedings by making the Seymour-Danne Company parties thereto.

Now, when the bill of lading, payable to the order of the shipper, was assigned by him for value (that is, cashing of draft upon purchaser attached) to the Seymour-Danne Company, the Supreme Court of North Carolina holds, the latter company became the owners of the corn as against all the world except the shipper, as to whom the assignment was a security for the amount of the draft. Taking this view, it further holds that upon the arrival of the corn shipped in May at Springhope, Gregg, the shipper, had no interest therein which could be attached, unless possibly it had been shown that the amount to be paid for the corn was greater than the amount for which the Seymour-Danne Company held the bill of lading as security, but that point was not raised here. In other words, the court holds that when the Seymour-Danne Company took the bill of lading, on both occasions equally, they took the contract of the shipper and they stood in his shoes with the same rights, no greater, no less.

On the other hand, the Supreme Court holds that the rights of the purchasers, Finch, Richardson & Co., were not impaired or disturbed by the change of ownership in the property. They had the same defenses against the assignee of the bill of lading as against the shipper. When the January carload arrived, they could either have refused to receive and pay for the corn, or they could have received it and, upon notification of the defects to the vendor in a reasonable time, have offered to return the corn or if sued for the price have set up loss by reason of such defects.

But here, the Supreme Court goes on to say, the corn being shipped on a bill of lading with draft at-

tached, the purchasers were compelled to pay upon the delivery of the corn (if it was otherwise, liberty to inspect should have been given), and an action would lie to recover back money paid for defects in the corn unless the claim was waived by delay to demand damages from January till this attachment in May. Whether there had been a waiver was an issue of fact for the jury to have been proven by the party alleging it. But no question of waiver was raised in the case.

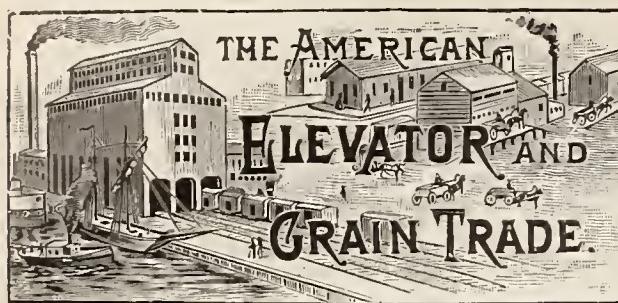
For these reasons, the Supreme Court holds that Finch, Richardson & Co. had the same ground of action for damages against the Seymour-Danne Company for the defects in the January carload that they would have had against the company's assignor, Gregg, and it also holds that on the arrival of the two carloads in May, likewise assigned to the Seymour-Danne Company, while they, Finch, Richardson & Co., could not attach them as the property of Gregg nor for damages due by Gregg, they could attach said carloads as the property of the Seymour-Danne Company and for the damages sustained by delivery of a defective carload of corn to them by that company in January.

Last of all, while, as has been seen, the action was originally begun against Gregg alone, and under this decision of the court could not be sustained, as no jurisdiction as to him was obtained by attaching the two carloads of grain which, by the assignment of the bills of lading, had become the property of the Seymour-Danne Company, nevertheless the court holds that the Seymour-Danne Company, having come into court and been made parties by which jurisdiction was obtained as to them, the case could be disposed of on its merits as between them and Finch, Richardson & Co. In other words, it asks, Why turn the property loose to be again attached by the same parties, that is, Finch, Richardson & Co., for the same cause of action, instantly it was determined that these intervenors, the Seymour-Danne Company, were the real owners of the attached property instead of the original defendant, Gregg? Accordingly, it modifies the judgment obtained by Finch, Richardson & Co., dismissing the action as to Gregg, who entered a special appearance only, allowing him his reasonable costs, but affirming the judgment as against the Seymour-Danne Company.

The broom corn acreage in Illinois, Kansas and Nebraska, etc., is greater than last year, but its present condition is uncertain. Very little old brush will be carried over.

Between Chicago and Liverpool there is a difference of only 20 cents a bushel in the selling price of wheat, and this represents the entire cost of handling, inspecting, insurance, interest, etc., and the profit of the middleman. In 1864 it cost 60 cents to send a bushel of wheat from Chicago to New York by all rail, this being the average rail freight charge during that year.

The secretary of the Nebraska Association, in furtherance of the purpose of the members to, as fast as possible, use only written contracts with farmers for purchases of grain for future delivery, has had made for distribution among the members wall cards 9x11 inches in size. They are printed in plain bold type, and as they contain no reference to the Association whatever, none need have fear of tacking them on the walls of the office. They simply say that "all contracts for future-delivery grain should be made in writing so as to avoid any misunderstanding. Quality, quantity, price, place and time of delivery are necessary to complete any contract. It is expressly understood that in all contracts with us when grain is not delivered within the time specified it is our option to extend time or to cancel the purchase. We sell upon these terms promptly when purchasing. The grain being both bought and sold, the decline or advance in the market during the life of the contract does not affect us." This is a fair statement of the condition on which grain is bought and sold; and the cards tacked up in all grain offices should facilitate the making of contracts, which ought to be used by every grain buyer in the country.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Manhattan Building, 315 Dearborn St.,
CHICAGO, ILL.

A. J. MITCHELL Business Manager
HARLEY B. MITCHELL Editor

Subscription Price, - - - \$1.00 per Year.
English and Foreign Subscription, - - 1.50 "

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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1900.

Official Paper of the Illinois Grain Dealers' Association.

REPORTERS AND GRAIN MEETINGS.

While it is true that some country daily newspapers imitate the immensely profitable "yellow" newspapers of the cities in deliberately subordinating truth to sensation, they are the exceptions nevertheless. But country newspapers realize that to live they must print the news, or appear to do so. If they cannot get it legitimately they will make it some other way. Some recent reports of grain dealers' meetings in the West and millers' meetings in Illinois, as published in local daily papers, suggest this thought, that they "make it some other how," but whether from necessity or by inclination does not appear.

Of course, grain men and millers pay no attention to newspaper stuff about "combines" to buy up the wheat crop "as fast as it is thrashed," or to "ask for cheap rates and divert the crop" from its regular channels of movement into abnormal ones. Other readers, also of good sense, will estimate such statements for just what they are worth. Nevertheless, there remains a modicum of injury to the reputation of both millers and grain dealers through such publications.

Would it not be better, on the whole, for the grain men to take the local reporters into their confidence, and at least invite them to attend local meetings of which they may intend to print reports? He is not a very shrewd grain dealer who cannot influence the local reporters of his own town, and a little frankness on the part of the officers of a grain meeting, joined to that of the local dealer, would go far to encourage the natural disposition of the edi-

tor to treat the grain men fairly. There is no actual antagonism between the grain buyer and the farmer, and there is no natural reason why the local papers should create it. But immediately the grain men begin to assume an air of secrecy and connivance, and give countenance to suspicion by turning down the local reporters who apply in good faith for admission to their meetings, or denying them truthful information when they apply for it in a legitimate way, then they begin to misrepresent and are not without justification in doing so. A little tact will do more to keep adverse and absurd reports of dealers' meetings out of local papers than any sort of attempt to conceal or suppress the actual facts, which seldom if ever need suppression.

THE BUCKET-SHOP CASE.

The decision of Judge Tuley in the Christie-Street Commission Co. case, given June 20, was the most substantial victory the Chicago Board of Trade has ever won in all the years of its warfare against the bucket shops. The Christie-Street Company had obtained a temporary injunction to prevent any interference with their quotations and the Board had filed a cross bill asking for an injunction to compel the Western Union Telegraph Co. to desist from furnishing quotations to the Christie-Street Co., or the latter to receive them.

The decision of Judge Tuley was a lengthy document and went over the two cases thoroughly. He disposed of the preliminary injunction by dissolving it. He reviewed the evidence which showed the nature of the business done by the company. He thought that the fact that the company had never purchased or sold a bushel of grain, although it made trades amounting to 157,000,000 bushels in a year, was conclusive that its business was distinctly gambling on prices and that the company could have no standing in a court of equity to compel the defendants to furnish it with quotations for the purpose of carrying on such a business.

That disposed of one side of the case. The judge held that the fact that the commission company was engaging in immoral or illegal acts gave the Board no right to relief through an injunction. But the contention of the Board that it was injured in business and reputation by the use made of its quotations was a different matter and the judge held that its property rights in the quotations entitled it to relief, which he proceeded to give by enjoining the Western Union from giving and the commission company from receiving the Board's quotations. The collateral question of the telegraph company's relation to the bucket shops, of course, was not passed upon, and left the company in the peculiar position of being in contempt of court, either at Chicago or at Kansas City, at which latter place the company had obtained an injunction forbidding the telegraph company to cease furnishing quotations.

The Supreme Court may take a different view of the matter from that presented in Judge Tuley's decision, but it hardly seems possible that it can do so in view of the very clear and cogent reasoning of the chancellor. The injury to the Board and the public

through the operations of the bucket shops is undeniable. The Board is injured both in business and reputation, and the public, especially the farming public, gets not one iota of advantage from all the huge volume of buying orders in the bucket shop. And surely the court cannot insist that the Beard be required to furnish the instrument with which the bucket shop may ruin both the Board and their patrons.

THE McLAIN EPISODE.

Judge Kohlsaat of the United States District Court, ruling judicially on the McLain testimony, acquitted the defendants, by a sort of "Scotch verdict," of a criminal charge equivalent to bucketshopping; the directors of the Chicago Board of Trade found them guilty and expelled them from the Board. The directors later "finished the job" by expelling A. H. Ruth, secretary of McLain Bros. & Co. Of the technical merits of the case, therefore, nothing need here be said.

It will not be doubted that the moral effect of this drastic punishment of the McLains will be of permanent benefit to the Chicago Board. A state of things justifying Judge Kohlsaat's scathing rebuke to the McLains on their acquittal called for a heroic remedy. The McLains were the first to put their necks under the knife. It was severe as to them, but their fate has certainly revived confidence in the character of the Board as a commercial body which had permitted practices by its members that were only nominally more legitimate than the business of the policy shop, and had lost caste because of it.

The public evidences of reform have not been without their effect. Traders say it's like old times again on the Board. Between this return of virtue and confidence and the June bulge in wheat, Board of Trade men in June did more business than many of them had done for six months previously.

THE JUNE RISE IN WHEAT.

Hindsight is easily the commonest of human gifts. Looking back over the reports of the condition of wheat all through the spring, one can easily account for the rapid rise of wheat in June and may wonder why he did not see it coming. June made sure the doleful prophecies and reports that had been current of crop losses in Michigan, Ohio, Indiana and other winter wheat districts. It also made sure the earlier promise of an immense wheat yield in Kansas and the Southwest, as an offset. But it was the drouth in the Northwest that proved the final argument and sent wheat up twenty cents.

Business doubled on the Chicago Board of Trade and the public, always amenable to a bull argument, got in the market. "Wheat was going to a dollar, sure." But it did not. The foreigner acted the conservative part, as he usually does, whether frightened or not, and wheat receded. That has been almost the unvarying record of a rise in the price of wheat. When once started it climbs too fast. Speculation alone cannot make prices, and when the price takes on a 2:40 gait buyers of the actual stuff wait until it stumbles. The falling off in

actual demand for consumption acts as a governor and shuts off the speculative steam and the price falls.

But wheat conditions justified a rapid rise and it was only a question of time when wheat would recover a part of the price it had lost. The publication of the July report made certain that the damage to spring wheat was irreparable and that the aggregate crop of the country would be short. And, accordingly, wheat went up again. Readjustment to a new price level is always accompanied with an ebb and flow, and these ups and downs in the wheat market will be repeated until we find out how much wheat the world has this year and how badly people want it.

OPTION TRADING IN ILLINOIS.

The Supreme Court of Illinois, in affirming the judgment of the lower court, through which A. V. Booth of Chicago was convicted and fined \$100 for option trading, has affirmed the constitutionality of the statute which defines trading in options as an offense punishable by law.

The case was made up to test the constitutionality of the law, and the state of facts was admitted as well as that they constituted a violation of Section 130 of the criminal code, and justified the conviction. The point to be determined by the appeal was whether the statute itself was not in contravention of the constitution of the state and of the United States in restraining liberty of contract.

Briefly stated, Booth contracted in writing for an option to buy some corn at a future time. It was not intended by this option to either deliver or receive the corn. It was not a contract for future delivery, but was framed to meet the statute against option trading, for the purpose above stated, of testing the law. The Supreme Court held that option contracts were wagers on future prices. It says:

"The evil does not consist in contracts for the purchase or sale of grain to be delivered in the future in which the delivery and acceptance of the grain so contracted for is bona fide, but in contracts by which the parties intend to secure, not the article contracted for, but the right or privilege of receiving the difference between the contract price and the market price of the article. The object to be accomplished by the legislation under consideration is the suppression of contracts of the latter character, which are in truth mere wagers as to the future market price. Clearly a contract which gives to one of the contracting parties a mere privilege to buy, but does not bind him to accept and pay for the commodity, is wanting in the elements of good faith to be found in a contract where both parties are bound."

So the court rules that it is within the police power of the state to suppress contracts of this nature. Contracts for future delivery are deemed necessary and legitimate, as in truth they are. While just as much gambling intent may be present in a contract for future delivery as in an option, the form of the contract meets the requirements, as both parties are bound and the contract is enforceable by either party. While the lay mind may see but little difference between the two classes of contracts and is prone to confuse them, the court appreciates the difference which makes the one an essential to commercial life and taboo the other as an offense against public policy.

MORE LIGHT WANTED.

A Chicago commission man's trade circular finds fault with the Illinois Grain Dealers' Association because it failed "to tackle the great grain trust that is being fostered by the railroads." Like most paper reformers, the complainant readily sees the "tentacles of the octopus drawing nearer;" but, like them, again, he is silent when one goes to the heart of the matter and asks, What are you going to do about it, and how are you going to do it?

The Illinois Association has been trying to educate the people on this question, and gave time at its late meeting to Mr. Isaac M. Hamilton to talk on the subject with that end in view, for it is understood by most men that the elevator law of Illinois and the interstate commerce law, which are responsible for the condition complained of, can be changed only by our state and national legislators, who most need education and the prodding of an interested constituency before they will bother themselves with the interests of the people they represent in those bodies. To paraphrase Irving, "they are always ready to serve their constituents after they have first served themselves." The Illinois Association is, and has been for some years, trying to create a public sentiment that will drive them to reverse this order of precedence.

Now if this critic will stand up and tell the Association how it can do differently and better, we make no doubt the board of managers will most heartily welcome the suggestion. Anybody can kick. It's the genius who devises original and effective ways for removing the cause thereof.

A NEEDED REFORM.

Speaking of the relations of track buyers and sellers in Ohio at the recent Ohio meeting, G. A. Lamb of Hooker called attention to a remarkable condition of things, which certainly offers a fine opportunity for association reform work. This was the matter of local inspection of deliveries on track sales. When Ohio stuff goes to Toledo the official inspection there, of course, governs, and deals, so far as inspection is concerned, end then and there. The system is simple and satisfactory.

But when the stuff goes in other directions, say to Columbus, and is forwarded thence by the track buyer to his customer in Pennsylvania, the system is different. According to Mr. Lamb, there is no inspection at Columbus or that is final as to the original shipper until the stuff is unloaded into the bin of the ultimate consumer. The grain may be accepted by the track buyer at Columbus, but if it thereafter goes wrong before acceptance by the ultimate consumer, the chain of claims running backward ends only with the original country shipper, upon whom falls the burden of proving the damage to be due to the fault of other parties than himself and after the grain left his hands.

This is truly an anomalous condition. The unfairness of it to the country dealer will be apparent on the most casual reflection. His responsibility should cease with the shipper's delivery to the buyer from him, and not with

delivery, at some indefinite future time, to a third or fourth party, of whom the original seller never heard, under conditions over which the seller can have no control. Country dealers who suffer from this custom should make it a point to join the Ohio Association and use its machinery to abolish this anachronism, for such it is.

THE XIXth VOLUME.

The "American Elevator and Grain Trade" with this number enters upon its nineteenth year of usefulness. We use the word advisedly, for a trade journal that has not been useful to its readers and its other patrons could hardly have survived the shocks that must have come to a mere parasite of the trade in nearly a score of years. It is a source of satisfaction, then, aside from the liberal support the grain trade has always given this paper, that we receive the assurance, from C. A. King & Co. of Toledo, in a recent issue of their always valuable Market Report, that "Most grain dealers swear by the 'American Elevator and Grain Trade.'" We have endeavored in the past, year by year, to make the paper better from month to month, and we believe we have succeeded; at least judicious readers say we have succeeded. Certainly for the future we shall see to it that the grain dealers who now "swear by" the paper shall never have occasion to swear at it, swear they never so numerously—at "the other fellow."

CHICAGO ELEVATOR RECEIPTS.

The investigation of the Chicago Elevator scandal is a solemn and dignified proceeding, of course. The bankers are, perhaps, most interested in knowing just how the manager could run out 500,000 bushels of grain without canceling the warehouse receipts therefor, and just how often this sort of thing was done in Chicago under the nose of the grain office. As they appear to be in no great rush to fathom this secret, however, there seems to be no reason why other folks should risk a heat prostration in a chase after the information but many good ones why they should take it easy until after the dog days, when the big bankers appointed by Governor Tanner to investigate will be back in town and make their report. Meantime, however, the committee appointed by the Board of Trade on June 21, "to examine the contents of public elevators," went to work and on July 11 reported that they had personally examined every "regular" elevator in the city, and with the assistance of Weighmaster Foss and his men had measured their contents, and they are unanimously of the opinion that "the public elevators of Chicago contain the grain called for by their outstanding warehouse receipts." The Chicago Elevator and Lloyd J. Smith affair was, therefore, what the doctors call a sporadic case, over which the governor's official committee may labor to its heart's content. They may or may not be able to tell some interesting stories later on, when their experts shall have sifted the books of the grain office, but the integrity of existing public warehouse receipts is fully established by the Board's investigation.

EDITORIAL**MENTION**

The minimum carload rule may be a hardship, but it's the rule. Look out for it.

Corn elevators are pretty busy now, but should never be too busy to keep clean.

The usual restoration of grain rates went into effect on July 2, "catch as catch can."

"Try to do business upon a profitable basis. Eat bread, not glory."—King & Co.'s Report.

With Galveston warehouses congested and Texas railroads besieged for cars, farmers in the Southwest are storing their wheat—nit.

Don't be a mule. Meet your neighbor half way. And now's the time to begin. Be ready to make some money on the new crop coming in.

When you get hold of card bids by commission houses addressed to irregular dealers, send them to your association secretary. He'll do the rest.

Look out for your cars. Don't load cripples. With wheat at present prices car leaks are a luxury few country grain men can afford to indulge in.

When regular dealers patronize only reliable commission men and the latter handle only the business of the regular dealers, the cutthroats of the trade will all be frost bitten.

An examination of the bearings of machines and elevator heads after a hard day's run will frequently prevent a fire. It ought to be done whenever machinery is shut down and before leaving the premises.

Wm. F. Miller, the get-rich-quick swindler of New York, has finally been sentenced. He gets ten years at hard labor at Sing Sing. His dupes are doubtless searching with a lantern, like Diogenes, for another honest man in the same line of trade.

To wheat shippers: Use clean, tight cars; don't mix your grades or your grain; clean your grain; don't expect to fool the inspectors; see that cars are properly sealed; notify your receiver. In short, do your business right, and pocket your profits.

H. S. Grimes of Portsmouth, Ohio, president of the Ohio Grain Dealers' Association, favors the department of "Communicated" matter in this number with a valuable resumé of the wheat situation, based on public reports supplemented by extensive private inquiries of his own. It is well worth a careful reading.

Three years ago Wm. Goodwin obtained a concession from the government for the building of elevators at Buenos Ayres, but nothing was done and the concession has been canceled. Now, however, he has obtained a new concession, and the Review of the River Platte says that Mr. Goodwin is now in England mak-

ing arrangements for the construction of the new elevators, which are expected to be ready next year.

The Hay Association convention at Baltimore next month will be worth attending. The program appears elsewhere in this number. If you are interested in hay address F. F. Collins, secretary, at Cincinnati, or Jas. W. Sale at Bluffton, Ind., for rates and other particulars.

B. F. Walter, the efficient agent last year of the Illinois Grain Dealers' Association, has been retained in the same capacity for the current year. Mr. Walter is a good worker, and, best of all, has unbounded confidence in the potential good in the Illinois Association, for enthusiasm begets enthusiasm: The outlook for this year's work is good.

Advertise your wants in the "American Elevator and Grain Trade." A. J. Zingre, manager for the Nye & Schneider Co., at Mason City, Iowa, writes us: "I will ask you to discontinue the advertisement, as I have received a great many applications; in fact, ten for every place we will have to fill with a grain buyer."

The Minneapolis Chamber of Commerce has fired one of its members and indefinitely suspended another on a conviction of having manipulated milling-in-transit rates in such a way as to obtain an unfair advantage. My, my! What a scattering there would be if the exchanges further south were to get after their "private" rate members in the same way!

The inspection department of Chicago is making its inspection a little less rigid on No. 2 white oats. The trouble with white oats has been that the country dealer does not clean them thoroughly, for about 30 per cent of the white oats which now grade No. 3 would grade No. 2 if properly cleaned. No. 4 white sell at a premium over the contract grade, however, and as long as this condition of affairs prevails the country shipper will probably be contented.

It seems rather remarkable, at first blush, that the June bulge in wheat squeezed to the wall only a few minor bucket shops in interior towns. The testimony taken before Judge Tuley, however, shows that the shop is so nearly the "whole thing," controlling the posting of quotations and also the closing of deals with itself at substantially its own pleasure, that it is pretty hard for a player nowadays to "bust the bank," even when the game is a sure thing and visibly going all one way.

Cincinnati has been having all kinds of a time with rates for a "considerable spell." Fixed up in one direction, they break out, like the hives, in a new spot. So now, just after the corn men had gotten local rates fixed and were able to work up a good trade again "down South," they discover, through reports of customers, that Leavenworth and Atchison are able to underbid them from one to two cents. It's just like the old game of "who's got the button?" The Cincinnati men think the M. P. and M. & O. roads have the article concealed about their persons, but can't swear

to it, except on general principles, and it would not do them any good if they could.

The man with hayseed in his eyebrows may be guileless, but he is not always witless. As at Ada, N. D., where the directors of the farmers' elevator asked the business men to put up \$400 to insure them against loss or the elevator would close. The stockholders had tired of putting up and had told the directors to run the elevator or shut it or rent it, as they dum pleased. The merchants agreed to foot \$400 in bills for a year to get a "competing market." One wonders if they will get their money's worth.

Out on the coast coöperative elevators, for some occult reason, have fared much better than the farmers' elevators in the Mississippi Valley, but even out there occasionally they go wrong. In the case of the Shawnee Warehouse Company in Washington, the manager made off with the stuff, leaving the shareholders \$3,000 in the hole after settling claims for 35,000 bushels of wheat on storage at 25 cents per bushel. The shareholders may in this case experience a "change of heart," and revise their belief that the men regularly in the grain business make too great a profit, all the risks of the trade considered.

The Appellate Court of Illinois for the third district recently handed down a decision (case of Middle Div. El. Co. vs. Hawthorn), sustaining a verdict of the court below in favor of the defendant. Hawthorn, who was agent of the company at Cooksville, Ill., was sued for \$1,000 damages on a contract bond in which he agreed to have no shortages in weights at Chicago. Recently, it will be remembered, in a criminal case based on a similar agreement, the jury in La Salle County took the bit in their mouths and acquitted the man, in spite of pretty strong evidence. They felt that such a contract was unfair and that it meant probable robbery of the farmers if the agent should in fact always be able to avoid shortages. The adjustment between employer and employed in such engagements is, of course, a difficult problem to adjust satisfactorily, and it is evident that some other tack will have to be taken than the plan in current use if the employer expects the courts to protect him from actual and not merely constructive plunder.

The railroads continue to carry the bulk of the grain from Buffalo to tidewater, the Erie Canal's share being only from 4 to 5 per cent of the total shipments. The anti-canal press are having great fun with these statistics and cite them as proof conclusive that the canal and canal transportation are "played out." Not many years ago this expression of enmity to the Erie Canal would have alarmed western shippers, but that day has now gone by. Grain now has a choice of routes to tidewater. Buffalo is no longer the "whole thing," even on the lakes. To say nothing of the Canadian routes through Collingwood, Owen Sound, Midland, etc., the American ports of Fairport, Ohio, Erie, Pa., and even Erie and Sandusky are this year taking grain from Buffalo, so that that city is even now schooling herself to

the fate of a "has been." The West, in fact, views with comparative indifference New York's action with reference to her canals. Whether she enlarges them or lets them fill up with weeds and derelicts is quite her own funeral, no one else's.

Over a hundred Chicago insurance men made an inspection of McReynolds & Co.'s new elevator at South Chicago on July 10. The idea was to show them how well a thoroughly modern elevator could be guarded against the danger of fire and how complete the arrangements could be made for fighting fire should one occur. The insurance people were appreciative, and perhaps some elevator owners might profit by making a similar tour of inspection and noting the arrangements made for guarding against and fighting fire.

The steady increase in the fire loss of the country during the past two or three years has alarmed the insurance companies and the subject is a leading topic in the insurance papers. The Standard of Boston publishes a list of the "non-paying risks in New England," based on inquiries made of insurance men and the suggestions received. The list covers three pages, set in small type, and one wonders if the insurance companies must depend upon mill ponds and stone quarries for remunerative business. The list says that rates on Boston elevators should be advanced 30 per cent (this evidently on account of the Fitchburg fire), and that "hay and straw presses are very dangerous and worth 3 per cent." Hay warehouses are said to be worth $2\frac{1}{2}$ per cent if exposed to railway hazard, and one company advises a raise of 100 per cent in rates. Grist mills often found in New England in connection with the grain business are said to be "bad class; rates should be advanced 50 per cent." But, judging from the list, nearly everything seems to be extra hazardous in New England, and the grain business has not been singled out for advances in rates, for which the New England dealers should be thankful.

While the Kansas City grain dealers are at legal issue with the Missouri Pacific Railway, on account of rates discriminating against that city, the grain men of St. Louis, who seem to be the present beneficiaries of this discrimination, have organized to assist the railroad in fighting the Kansas City men in the United States Court of Appeals. St. Louis quotes with some gusto the begging-of-the-question by the Railway Age, which asks: "When forty-two grain merchants combine to bring suit against a railway company to enjoin it from maintaining its existing rates on grain, is not that in the nature of a combination in restraint of trade?" And, also, a reply to the general count of discrimination says: "It is competition, not combination by the roads, that makes these troubles!" St. Louis has seen a great light, truly, since only a few months ago, when its then wail of woe sounded very like a wail of whoa as the grain flew through that city on a rate that gave St. Louisans that tired feeling. Now, honestly, wouldn't it be more seemly on the whole for the grain men of both markets to get together and agree to support the movement to reform the interstate

commerce law in order to put an end for good and all to the arbitrary discrimination against towns, as well as men and commodities, that makes business as uncertain as a weathervane?

Those dealers who may still need light on the trade value and personal profit of association work in the grain trade are respectfully referred to the strong letters on that topic published in this number in the "Communicated" department, written by Messrs. Mowry, Ulrich, McCord, Bewsher and Thoms, while on the other side Secretary Stibbens' address to the Grain Dealers' Union on July 12 will bear reading a second time. Usually men do not need continual hammering, in season and out of season, to be made to see their own interests—nature is supposed to have given that instinct to all men with their mothers' milk. Are grain dealers an exception? Sometimes it would seem so; wherefore man finds it necessary to improve upon nature. The discouraging thing is it's so hard a job. It reminds one of Gen. Sherman's old remark that "You can make an Indian out of a white man, but you can't make a white man out of an Indian." Nevertheless, "keeping everlastingly at it" will do wonders, even in reforming unruly grain men. So let the good work still go on.

Secretary Bewsher of Nebraska says, in a recent circular to his members, that he finds there are a number of dealers in his state who are in the habit of consigning or selling to non-members of the Kansas City Board of Trade, and not always to the shipper's satisfaction. Mr. Bewsher therefore publishes a list of the members of that exchange in good standing, with the warning, so often repeated, that "To do business with others necessitates taking a risk that you need not and cannot afford to assume." It is surprising that an association secretary should find it necessary to repeat advice so fundamental in its character. Do even grain dealers need to be warned that "gold bricks" are never a bargain, even when offered at a bargain-counter discount, at a strictly "private sale?" On what ground can a dealer justify himself in consigning or shipping \$500 worth of grain to a man he never heard of at all, or at least only casually at best, and yet refuse to deposit \$500 in cash in a bank of whose condition he knows absolutely nothing? That a grain commission man at a terminal market is not a board member is *prima facie* evidence of his weakness in some respect that should put the shipper on his guard, and when the best that can be said of him is said, it is still to be remembered that the non-member cannot do the shipper's business as cheaply as the regular member, being obliged to clear his business through some board member; so that the shipper must needs pay two commissions instead of one. The successful dealer selects his commission house as carefully as he chooses his banker, and when he has found his man he sticks to him. This plan pays the shipper always, and at the same time it discourages the mushrooms in the trade—the men who dip in when the crop is moving freely and not only take off the shipper's cream but often carry away both the milk and also the can with it.

IN THE COURTS

The Botsford Elevator Company and the Grand Trunk Elevator Company at Port Huron, Mich., have applied for the appointment of a new trustee for their mortgage bondholders, the former trustee having died.

D. M. Robbins and others have begun an action against E. M. Walbridge of Minneapolis at Hastings for grain stored in elevators operated by Walbridge before his failure at Farmington, and other elevators, now in the hands of the sheriff.

The case of Emma Bendinger against the Central Stock and Grain Exchange, in which the plaintiff seeks to recover \$7,947, said to have been lost by bucket-shop deals with this Exchange, was argued at Chicago on June 27. The plaintiff says the money was placed in trust with her brother-in-law, who invested with the Central Company, and lost it.

The International Export and Grain Company of Kansas City has revived a suit against the K. C., F. S. & M. R. R. Co., claiming \$15,000 damages. The company started 40,000 bushels of corn in 1893 to Vera Cruz, the grain to go via the defendant's road to Memphis, and thence via the I. C. R. R. to New Orleans. For some reason the ship which was to carry the grain did not meet the train and the corn, it is said, fermented. At that time Morris Landa and Issa Landa had the large majority of the stock in the International Export and Grain Company. They sued the Memphis road for \$15,000, contending that the railroad company was responsible for the shipment all the way. The Memphis, however, contended it was only responsible as far as Memphis, where the Illinois Central took charge of it.

Benj. F. Jenkins has begun suit for \$100,000 damages against Robert E. Burke, Thomas Gahan, James A. Quinn and others, who, he declares, were instrumental in spiriting him away on a certain occasion that he might not testify in the case of the State against the ex-chief grain inspector, Dwight W. Andrews. In 1898 Andrews was accused of embezzling funds of his office, and Jenkins was implicated. On the day set for his trial Jenkins was not on hand, but was detained at the house of Thomas Kerwin, one of the defendants to this suit. Both Andrews and Jenkins were subsequently tried and acquitted. Since the trials James A. Quinn, Matthew J. Leinen and William Tinlin have been indicted by the grand jury on a charge of conspiracy, the alleged kidnapping being the basis of the prosecution. In the \$100,000 damage suit, which is the second step taken by Jenkins against his alleged captors, he seeks money reparation for the injury to his feelings and reputation.

On January 21, 1898, Joseph Leiter shipped on board the barge Geo. E. Hartnell a cargo of wheat to be delivered at Buffalo, on the usual winter storage and spring shipping terms. On its arrival at Buffalo, more than 5,000 bushels of the wheat were found to be damaged by water, which had apparently run in upon the grain during the winter through a break in a drainage pipe, while the vessel was still in port. The case was submitted to the jury on the contention of the defendant, the Northwestern Transportation Company, that it was to be regarded not as a common carrier, but only as a warehouseman, and that inasmuch as its barge had been built by a first-class firm and had the highest rating in the Inland Lloyds, it had done all that reasonable care required to furnish a proper vessel. Numerous witnesses were also called to testify that the method of locating drainage pipes was proper and, indeed, the only practicable method, and that prudence did not require that such a pipe should be plugged during the winter. On the part of the plaintiff, both of these propositions were contested and it was shown to be a recognized practice, though one often neglected, to plug such pipes so as to prevent just such accidents as the one in question. The jury found a verdict for the plaintiff for the amount of the damage sustained, some \$4,900.

Trade Notes

The Savage & Love Co. of Rockford, Ill., report an excellent business from all states in their controllable wagon dumps.

H. L. Day of Minneapolis takes a text and preaches a short sermon to elevator men in his ad. on the last cover page of this issue.

James S. Channon, of the H. Channon Co., Chicago, has been appointed by Gov. Tanner of Illinois as a member of the Lincoln Park Board.

The C. M. Seckner Engineering Co., Chicago, has been awarded a contract for building a 50,000-bushel elevator for Stegert Bros. at Mattison, Ill.

The Model Gas Engine Co. of Garrett, Ind., has made a shipment of three engines to a firm in Amsterdam, Holland, as a result of the shipment of a trial engine about three months ago.

F. G. Adamson, secretary and treasurer of the John S. Metcalf Co., Chicago, has just returned from a six weeks' vacation in West Virginia. He reports that he feels like a new man.

The Dickey Mfg. Co. of Racine, Wis., is putting up an additional three-story frame building to its plant, which will be used for the manufacture of the well known Racine Power Corn Shellers and horse powers.

L. H. Flanders, late instructor in the mechanical laboratory of the Armour Institute of Technology, Chicago, has accepted a position in the gas engine testing department of the Westinghouse Machine Company, Pittsburgh.

The Merchants' and Manufacturers' Twentieth Century Exposition will be held in Mechanics' building, Boston, Mass., October 1 to 27. Full information can be had by addressing Frank Ferdinand, president and treasurer.

The National Association of Manufacturers has opened a bureau in New York City called the International Freight Bureau, for the accommodation of its members, where full information can be gathered on the subject of export.

The Gutta Percha and Rubber Manufacturing Company of Chicago, Ill., among recent contracts for its patent stretched elevator belting has the order of the Botsford-Jenks Grain Co. for belting its new elevator at Meaford, Ont.

The machinery equipment for the 800,000-bushel fireproof elevator, erected on Staten Island by the Steel Storage & Elevator Construction Co. for the American Linseed Co., was furnished by the eastern branch of the Webster Mfg. Co., 38 Dey Street, New York City.

The Northern Engineering Works, builders of gas engines, etc., Detroit, Mich., are now running nearly the entire plant with their Tandem Gas Engines driving the different departments of their works. They report this to be a very satisfactory and economical method of furnishing power.

The Detroit Motor Works, Detroit, Mich., through our advertising columns this month, announce their ability to satisfactorily supply the trade with gas and gasoline engines. They have just sold a 25-horse power gasoline engine to be installed in the elevator of J. E. Ottaway & Co. at Flushing, Mich.

The Borden & Selleck Co. of Chicago reports sales of 10 Howe Wagon Scales and 9 Howe Hopper Scales to Nye & Schneider for points on Iowa, Minnesota & Northwestern Railroad; 15 Howe Wagon Dump Scales to the Northern Grain Co., Chicago, and Howe Wagon Dump and Howe Hopper Scales with combination grain beams to the Sleepy Eye Milling Co. of Sleepy Eye, Minn.

C. N. Howes, manager of the Invincible Grain Cleaner Co., Silver Creek, N. Y., in a recent communication tells of the prosperity they are enjoying, as follows: "Our trade has been very good this season, and we are away behind our orders; are working overtime to keep within sight. We hope that this state of affairs will continue, and it looks as though it would at the present time."

Of course, we cannot say how the shortage in the wheat crop in the Northwest will affect business, but we anticipate not to a great extent as other sections of the country have an abundance."

The Pierce Engine Co. of Racine, Wis., in a 26-page catalog just issued, is showing front and rear and birdseye views of different sizes of its gas and gasoline engines. The catalog devotes some space to "special features found in Pierce Gas or Gasoline Engines," and contains also directions for making a testing device for testing any engine, and instructions for operating same. It also embraces other information which will be of interest to gas or gasoline engine users.

John S. Metcalf, president of the John S. Metcalf Co., and W. W. Stephens, of the Webster Mfg. Co., Chicago, sailed for England on June 27. We notice by the New York Journal that Chauncey M. Depew, Lieut.-Gov. Woodruff and other notables were among their fellow passengers on the St. Paul. The tables in the saloon were covered with flowers and conspicuous among the gifts was a large demijohn, addressed to "Deacon" W. W. Stephens, with the assurance that it was a "sure cure for sea sickness."

Intending purchasers of gas or gasoline engines should not overlook the Witte, made by the Witte Iron Works Co. of Kansas City, Mo. This company has been in the machine business for 30 years. They have been making gasoline engines for ten years, and have added every possible improvement that makes for satisfactory service at reasonable cost. The 32-page catalog of Witte Engines is an interesting and instructive piece of business literature. You should ask them to send a copy if you are at all interested in this subject.

In writing last month of the system of "weighing" grain in cars without hopper or platform scales as advocated by Mr. Fred P. Miller of Chetopa, Kan., we inadvertently spoke of the square inches instead of the cubic inches contained in a car. Mr. Miller is very enthusiastic over his "scales" and hopes in the near future to have them adopted by one of the prominent railroads. He claims that when the facts as called for by his system are placed on the bill of lading by the railroad agent that a great start will have been made toward solving the knotty short-weight problem. Miller's Scale Book also gives valuable information gleaned from the author's thirty years' experience in loading grain, coopering cars, making drafts, etc.

The Marseilles Mfg. Co., Marseilles, Ill., have purchased the entire elevator machinery and supply business of the late E. H. Pease Mfg. Co. of Racine, Wis., including everything connected with that department of the business—patterns and special machinery for making elevator cups, boots, tanks, heads, spouts, etc. This machinery has all been moved to Marseilles and is now in full operation in their factory. Mr. C. H. Adams, formerly secretary and treasurer of the Pease Mfg. Co., now holds a similar position with the Marseilles company, and the services of other experienced office and factory men with the old company have been secured. This line of goods in connection with the company's well-known Dustless Cylinder Corn Shellers and Cleaners make a complete line of mill and elevator supplies, which the company has unexcelled facilities for manufacturing.

A piece of literature that is certainly unique in its class is a 64-page booklet just received from John S. Metcalf Co., engineers and grain elevator builders, Chicago. Its title is "American Grain Elevators," and it is from the pen of Mr. F. G. Adamson, the secretary and treasurer of the company. The first section of the booklet is devoted to "A Story of the Grain Elevator." This tells in an interesting manner how the grain makes its way from the fields of the Central and Northwestern states to the holds of the vessels on the Atlantic Coast. All of the various types of elevators and grain handling appliances employed en route are comprehensively described. The balance of the booklet is given up to numerous half-tone illustrations of prominent elevators and brief descriptions of their capacities and equipments. The work is

in no way a direct advertisement of the Metcalf Company, except that its illustrations are confined to elevators which are prominent examples of the work of that company. Altogether it is a clever and instructive piece of business literature and reflects great credit on its author and his company.

The Johnson & Field Mfg. Co. of Racine, Wis., has gotten out a neatly printed circular, illustrating its Racine Dustless Grain Seed Cleaners and Separators, and Warehouse and Elevator Mills. It also contains some late testimonials from users of these machines. Besides a good business in the United States the company has made recent sales to South Africa, South America and Mexico.

EASTERN INDIANA DEALERS.

About twenty grain dealers of Eastern Indiana met at Muncie on June 28 and organized the Eastern Indiana branch of the Grain Dealers' National Association, with the following officers: President, R. E. Goodrich, Winchester; secretary and treasurer, J. L. Slack, Muncie; county presidents, Madison, A. M. Wellington, Anderson; Henry, Logan Henshaw, New Castle; Hancock, Paul Hagen, Fortville; Delaware, Wallace Hibbitts, Muncie; Blackford, W. B. Cooley, Hartford City; Jay, O. Jay, St. Marys; Wayne, George W. Dick, Hagerstown; Randolph, J. W. Bishop, Winchester; Adams, C. G. Egly, Berne.

The territory embraced by the Association includes the nine counties named.

An organization having been effected, a resolution was adopted pledging the members of the Association not to lend bags to farmers after July 1, 1900.

The next meeting will be held at the call of the president, R. E. Goodrich.

RUBBER BELTING FOR GRAIN ELEVATORS.

A firm engaged on a large scale in the erection of grain elevators—the John S. Metcalf Co., of Chicago—has sent the India Rubber World a copy of the specifications upon which was supplied to them the rubber belting for the elevator recently completed at Newport News, Va., for the Chesapeake & Ohio Railway, as follows:

Specifications: All of the above belts shall be first-class in quality and equal to the best of such goods in the market. All duck used in their construction shall be of the best quality and weigh not less than 32 ounces to 9 square feet. The several plies shall be thoroughly cemented together with the best quality of Pará rubber compound, making a friction between the plies, so that a strip 1 inch wide will not pull more than 12 inches in ten minutes, with a pull of 15 pounds. This friction when pulled apart shall show that there is ample rubber in its composition to insure its lasting quality, and to show a long, clinging fibrous friction. No butt seams shall be made in the outside covering and in the conveyor belts the joint of the outside ply of duck shall not be more than $1\frac{1}{4}$ inches from the edge of the belt. The outside covering to be a heavy coat of the very best Pará rubber covering material, evenly put on and properly vulcanized and finished. The belts must be straight, well stretched, and pressed. A sample not less than 3 feet long and 22 inches wide must be submitted to the engineer for approval, before the order is placed. This sample to be held by him to compare with the belts when they are delivered, and if they are not equal to the sample they will not be accepted. The manufacturer of these belts shall certify in writing to the engineer that all belts are fully up to the standard specified.

The Metcalf Company says the Rubber World adds the following: "Before we closed this order we investigated a large number of belts, testing them all thoroughly; and we went into it so carefully that we are now able to tell a good or poor piece of belting by testing it in the manner mentioned in the above specifications."

The Marsden Company, manufacturers of cellulose at Owensboro, Ky., recently made a purchase of 40,000 tons of corn stalks to be made into cellulose. The stalks delivered at the factory will cost the company \$4 per ton.

THE AUSTRALIAN GRAIN TRADE.

Perhaps the most remarkable feature of the Australian wheat-growing industry has been the continued expansion of the area under cultivation, as foreshadowed in previous issues of "The Year-Book of Australia," the number of acres in New South Wales rising from 1,250,000 in 1897-98 to 1,319,503 in 1898-99, and 1,631,954 in 1899-1900. The increase has been shared by South Australia, Victoria, and Western Australia, but in Queensland there was a decrease of 13,781 acres, and in Tasmania of 713 acres. The total area under wheat in the six colonies during 1897-98 was 4,788,938 acres, and in 1898-99 5,468,674 acres, showing an increase, despite the falling off in Queensland and Tasmania, of 679,670 acres on the year, with the certainty of further increases in 1899-1900 and 1900-01. There has been also a heavy increase of production, the figures rising from 39,624,300 bushels in 1897-98 to 41,421,853 bushels in 1898-99, with a yet larger increase in 1899-1900. The progress of wheat cultivation in Australia is illustrated by the following figures:

AUSTRALIAN WHEAT CULTIVATION—1890-99.

	1890-91.	1897-98.	1898-99.
	Acres.	Acres.	Acres.
New South Wales	356,666	993,350	1,319,503
Queensland	19,306	59,875	46,219
South Australia	1,552,423	1,522,668	1,788,770
Tasmania	47,584	85,905	85,287
Victoria	1,332,683	1,657,450	2,154,163
Western Australia	31,489	38,705	74,732
Totals	3,340,151	4,357,953	5,468,674

In 1860-61 the area did not exceed 703,825 acres; in 1870-71 it was 1,273,200 acres; and in 1880-81 3,002,064 acres. In 1860-61 nearly half the acreage under wheat was in South Australia, which was at that time regarded as the leading grain-producing colony, but the widely spread ravages of rust compelled the wheat-growers to have recourse in many places to other crops. At present the largest area is found in Victoria, South Australia and New South Wales coming next, followed by Tasmania, Western Australia and Queensland in the order given. The progress of production is shown below:

AUSTRALIAN WHEAT PRODUCTION—1890-99.

	1890-91.	1897-98.	1898-99.
	Bushels.	Bushels.	Bushels.
New South Wales	3,963,668	10,560,111	9,286,216
Queensland	392,309	1,009,293	607,012
South Australia	6,436,488	4,014,852	8,778,900
Tasmania	930,841	1,668,341	2,303,512
Victoria	13,629,370	10,580,217	19,581,304
Western Australia	243,928	498,595	864,909
Totals	25,596,604	28,241,409	41,421,853

In 1860-61 the quantity was 10,172,465 bushels, in 1870-71 11,827,135 bushels, and in 1880-81 21,378,009 bushels. In 1898-99 there was a decrease of 1,273,895 bushels in New South Wales, and of 402,281 bushels in Queensland, but the increases in the other colonies were—South Australia, 4,764,148 bushels; Tasmania, 635,171 bushels; Victoria, 9,001,087 bushels; and Western Australia, 864,314 bushels; total, 15,260,620 bushels. The falling off in New South Wales and Queensland production was due to unfavorable climatic influences. In Victoria 1898-99 was a record year, surpassing the two previous record years, 1883-84 and 1893-94, while the quality of the wheat was equal to any produced. It has now become amply ascertained that, with a fair harvest, Australia can grow sufficient wheat for local consumption and have a surplus for export, although not sufficiently large to enter into serious competition with the leading wheat-producing countries of the world.

The wheat production of 1899-1900 has been estimated as below:

AUSTRALIAN WHEAT PRODUCTION(ESTIMATED)—1899-1900

	Bushels.
New South Wales	13,800,060
Queensland	550,000
South Australia	12,000,000
Tasmania	2,500,000
Victoria	20,329,900
Western Australia	1,184,424
Total	50,363,424

This represents, after allowing for a decrease of 57,012 bushels in Queensland, an increase of nearly 9,000,000 bushels. In all the colonies improved methods of wheat cultivation have been adopted, and in a few places experiments have been made with macaroni wheats, for which there is a good market, both in Australia and Europe.

The increase of Australian wheat production has naturally influenced the import and export trade, as shown below:

AUSTRALIAN WHEAT IMPORTS—1897-99.

	1897-98.	1898-99.
	Bushels.	Bushels.
New South Wales	909,935	523,762
Queensland	360,419	315,289
South Australia	975,990	64,005
Tasmania	35,140	36
Victoria	1,886,253	666,522
Western Australia	212,750	291,570
Total	4,380,487	1,861,184

Nearly the whole of the import trade was of an intercolonial character, Queensland, for instance, importing New South Wales wheat, and New South Wales importing Victorian and South Australian wheat, the local demand everywhere regulating the supply. The export trade was as follows:

AUSTRALIAN WHEAT EXPORTS—1897-99.

	1897-98.	1898-99.
	Bushels.	Bushels.
New South Wales	1,379,933	1,338,960
Queensland	1,763	2,334
South Australia	17,462	97,063
Tasmania	93	129,741
Victoria	1,834,646	1,610,570
Western Australia	Nil.	Nil.
Total	3,233,897	3,178,671

The New South Wales exports were chiefly to Victoria, Cape Colony, and New Caledonia; those of Queensland to New South Wales; those of South Australia to Great Britain, Western Australia and Cape Colony; and those of Victoria to Great Britain, New South Wales, and the colonies generally.

Much of the Australian grown wheat is exported in the shape of flour, for which South Australia has long enjoyed a deservedly high reputation, although the increasing use of improved milling machinery is raising the standard throughout the colonies. The trade in flour is shown by the subjoined figures:

AUSTRALIAN FLOUR IMPORTS AND EXPORTS—1898-99.

	Imports.	Exports.
	Pounds.	Pounds.
New South Wales	41,073,700	53,376,100
Queensland	72,181,768	61,252
South Australia	101,200	55,373,600
Tasmania	84,436	156,180
Victoria	4,097,600	30,660,500
Western Australia	1,487,944	Nil.
Total	119,026,648	139,627,632

—From Advance Sheets of "The Year-Book of Australia."

SOME STRUCK IT RICH.

June was a rare month for the talent, speculators from the country and the commission men. It was, indeed, quite like old times in the commission offices, for all the world seemed anxious to buy and the houses were often swamped with orders. All kicks were declared off for the time being. Everybody made money. Even the bucket shops refused to "bust" as they should have done on a one-sided market. The returns are not all in yet; never will be, of course; but "straws show which way the wind blows." Not to mention the commission men's profits, some sample taking of profits by outsiders are given by the local press.

At St. Paul one man who was only tentatively a plunger cleaned up \$80,000, taking one profit of \$17,000 over night. A young man on crutches, who had been sitting around the brokers' offices for a couple of weeks, played wheat to rise. He only had a few dollars. When he closed out to-day he was \$17,000 to the good. Another young man who had lost \$24,000 waiting for the rise to come began to take his profits later, after getting back his losses. Even a staid university professor was observed in the gallery anxiously watching the fluctuations as an interested speculator.

E. C. Wall is said to have been the heaviest winner at Milwaukee, but the sum of his profits is not stated.

At Lafayette, Ind., the local talent are said to have cleaned up \$50,000.

In Chicago the experience of Leopold Bloom was a noteworthy one, said the Times-Herald of June 24. After holding aloof for five years from the grain market, he appeared in the exchange about June 1 and unbosomed himself to his Board of Trade cronies. He declared it was to be the year in a lifetime for a man on the long side of wheat. He must have had a dream. He started with 500,000 bushels under 67 cents for July. The pit thought on Friday that he was the man who was taking profits. If it was his wheat that was coming on the market that day it was going overboard at a price 15 cents over the figure where he first took hold. His position has attracted especial attention, because he emerged so suddenly from his long speculative rest, re-entered the market at exactly the right moment and played it with such vigor. It was the kind of market to make a great deal of money for many grain people, some of them with money to risk and some of them with very little to hazard. A queer feature on the whole rise has been the apparent lack of short interest, so that, while there have been many good-luck stories to relate, one hears very few hard-luck ones. The big professionals were more or less right; but as to what they made it is folly to guess. But a 20-cent rise within three weeks means \$20,000 on 100,000 bushels wheat, and would mean \$200,000 on 1,000,000 bushels. Some in this list have had a line in the millions. Then there were the smaller people who did well. Clerks started with a few hundreds and saw them grow into a few thousands. The three weeks' experience crowded the books of the commission people and made them all slower but surer profits, and not small ones at that.

On the Coast the biggest winnings were made by Maurice Casey, general manager of the Central Gas Company of San Francisco, who is credited with profits of \$150,000, having unloaded 800,000 bushels of wheat at the top price.

WESTERN INDIANA DEALERS.

The annual meeting of the Western Indiana branch of the Grain Dealers' National Association was held at the Hotel Luhr, Lafayette, on June 27. The morning session was abandoned on account of the late arrival of members. The attendance was smaller than was hoped.

In the absence of President Caldwell, W. W. Alder, Lafayette, presided.

The treasurer's report showed receipts of \$370.80, with expenses of \$179.60. The treasurer was allowed \$50 to reimburse him for his private expenses of office.

Committees were appointed on rates on C. & E. I. and L. E. & W. railroads.

The election of officers resulted in the selection of W. R. Breckenridge of Kankakee as president and the reelection of E. H. Wolcott of Wolcottville as secretary-treasurer. The old board of directors was reelected.

The discussion covered the question of storage, which is getting to be less common; and also the general benefits of associations to the trade.

L. B. Wilson, representative of Ware & Leland, Chicago, returned, July 10, from a month's trip through Minnesota, the two Dakotas and Manitoba. He gives a very gloomy report of the growing crops in the Northwest and estimates the wheat crop of North and South Dakota and Minnesota at 85,000,000 bushels.

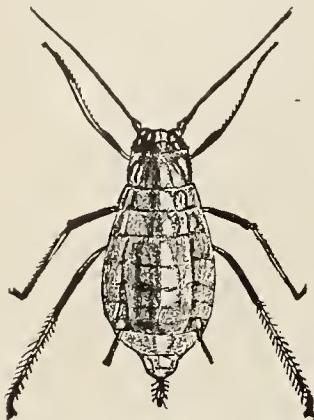
Erudite Uncle-Benny, they tell me you have secured a good job on the Board of Trade. Isn't there something exhilarating in the thought that you are keeping your finger on the pulse of the great throbbing heart of business, and assisting, even in a humble capacity, in regulating the grain market of the world?

Benny (with a yawn)—Oh, yes. But it knocks thunder out of the noon nap I've been always used to takin'.

THE WHEAT APHIS IN KANSAS.

Early in the past month, Kansas and Oklahoma farmers, millers and grain men were disturbed by reports of the appearance in some counties of what appeared to be a new wheat pest. Examination showed it to be the wheat aphid. It was a new development for the locality; at least, it had not appeared before in sufficient numbers to attract attention.

Wherever the insect has appeared in great numbers it has always excited alarm, but the damage done has always been slight in comparison with the great numbers that appear. It is a small greenish or brownish louse, with or without wings, which breeds upon wheat, oats and other similar



Grain Aphid: Wingless female magnified.—[After Weed in "Insects and Insecticides."]

grass plants. It obtains food by inserting its pointed beak into the leaf or stem and sucking out the sap. As the wheat gets ripe it migrates to the more succulent oats or other grasses.

It multiplies very rapidly and a single louse may become the ancestor of millions before autumn. Fortunately, it is highly susceptible to climatic conditions. Violent changes of temperature check their rapid multiplication. A cold, drizzling rain apparently freezes them, and a hard, beating rain will frequently wash whole swarms off of their food plants, never to return. The warm, sultry condition of the atmosphere previous to a thunderstorm is very productive to their rapid multiplication.

They are preyed upon by many other insects. Among these are minute parasitical insects resembling "muddaunders," but smaller than mosquitoes. They lay their eggs upon the backs of the wheat lice and the eggs hatch into grubs, which eat the wheat parasites. Another insect that is doing valiant service for the farmer is the lace-winged fly, which even in its larva state destroys many wheat lice. It catches them and sucks their blood. Another co-worker is the lady bug or lady bird, as it is sometimes called.

RICE CULTURE.

The possibilities of rice culture in the Gulf states continue to attract attention in view of its rapid growth in the Crowley district of Louisiana, where it has attained substantially the dignity of a boom. Southeastern Texas also has "caught the fever." This part of Texas and Southwestern Louisiana, the rice district, are substantially identical in character of soil and topography, and the great development of the district, as a whole, as a rice land is due to the construction of great irrigating and drainage ditches which makes it possible, both to command the condition of moisture necessary for the successful growing of the crop and, by subsequent drainage in the same ditch, to use harvesting machinery similar to that used for harvesting wheat in the Northwest.

According to best estimates there are about 10,000,000 acres in the five states bordering on the gulf of Mexico well suited to rice cultivation, says the Orange Judd Farmer; but the amount that can be successfully irrigated by present methods, using the variable surface and artesian flows, does not exceed 3,000,000 acres. Experiments have been made as far north as the 40th parallel by an Illinois farmer living on the banks of the Mississippi river and enough rice has been grown to encourage the

enthusiastic experimenter. It is reported that further trials, and on a more extensive scale, will be made this year.

The following table, given by the same paper, shows in millions and tenths of millions the domestic production, imports and consumption of rice for a series of years.

	Crop, lb.	Price, April.	Imports.	Exports.	Consump- tion.
1898-99.....	137.0	5 $\frac{1}{4}$ c	204.1	34.4	169.7
1897-98.....	116.3	5 $\frac{1}{2}$ c	190.3	15.9	174.3
1896-97.....	96.9	5c	197.8	15.1	182.7
1895-96.....	168.7	4 $\frac{3}{4}$ c	146.7	27.3	119.4
1894-95.....	109.8	4 $\frac{1}{4}$ c	209.6	11.9	197.7
1893-94.....	122.9	5c	142.2	22.7	119.5
1892-93.....	237.5	4c	147.5	24.6	122.9
1891-92.....	155.7	5 $\frac{1}{2}$ c	140.6	20.9	119.7
1890-91.....	136.8	5 $\frac{3}{4}$ c	200.5	8.6	197.9

Some apprehension is now felt in Louisiana over the appearance of red rice there in considerable quantity. The origin of this kind of rice is unknown, but as it ripens earlier than the white varieties, it becomes self-seeding, and once on a field it is very difficult to eradicate. Its food value and flavor are said to be entirely equal to those of the white variety grown on the same land, but of course the presence of the red grains injures the sale of the milled rice. It is said to exist, however, only on the prairie plantations and not to bother the river planters.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.

Imports—	Bushels.	Value.
May, 1899	17	\$11
May, 1900	15	16
Eleven mos. ending May, 1899.	110,463	53,690
Eleven mos. ending May, 1900.	189,714	90,993

Exports—

May, 1899	47,280	26,070
May, 1900	969,671	446,984
Eleven mos. ending May, 1899.	1,952,669	1,227,350
Eleven mos. ending May, 1900.	22,531,931	10,695,546

BARLEY MALT.

Imports—	Bushels.	Value.
May, 1899	400	325
May, 1900	400	325
Eleven mos. ending May, 1899.	4,663	4,993
Eleven mos. ending May, 1900.	3,999	3,802

Exports—

May, 1899	54,832	38,557
May, 1900	20,463	15,746
Eleven mos. ending May, 1899.	407,258	290,302
Eleven mos. ending May, 1900.	273,915	198,085

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the fifty-two weeks ending June 25, for the last three years, according to the Cincinnati Price Current, were as follows:

	1899-1900.	1898-99.	1897-98.
St. Louis.....	9,721,000	14,025,000	12,237,000
Toledo.....	11,374,000	14,193,000	14,405,000
Detroit.....	2,890,000	4,821,000	4,748,000
Kansas City.....	17,773,000	29,252,000	29,766,000
Cincinnati.....		845,000	881,000
Winter.....	41,761,000	63,138,000	62,037,000
Chicago.....	26,711,000	35,552,000	38,025,000
Milwaukee.....	11,170,000	13,298,000	9,950,000
Minneapolis.....	87,024,000	88,300,000	75,478,000
Duluth.....	58,142,000	71,641,000	45,693,000
Spring.....	183,047,000	208,791,000	169,146,000
Total bus., 52 weeks....	234,818,000	271,927,000	231,183,000

A cheerful voice comes up from Southeastern Iowa. Secretary McClurkin, from that Association, writes: "We are getting along nicely and have no trouble. We are glad we are alive."

The first arrival of 1900 wheat at Baltimore was 70 bags from Northumberland County, Va., on June 21. It was shipped to C. P. Blackburn & Co. It was well developed, dry, and was sold for 80 cents per bushel.

An increase of grain rates is promised soon. It will at once lift rates from Missouri River to Mississippi River from 9 to 11 cents, and those from Missouri to Galveston in proportion. "As soon as navigation closes," the export rates from Mississippi River to seaboard will be lifted from 15 $\frac{1}{2}$ cents to 19 to 24 cents.

PERSONAL

E. W. Eaton, formerly at Thief River Falls, Minn., is now at Chester, Ia.

W. H. McTier has been appointed manager of the new grain warehouse which Aaron Kuhn is building at Guy, Wash.

William Nash, of the Nash, Wright Co., Chicago, returned July 6 from a two months' trip to England and the Continent.

J. F. Kirkpatrick, formerly of Grand Island, Neb., succeeds Henry Huckfeldt as manager for the Fremont Elevator Company at Dawson, Neb.

Henry Savage of Ashland, Ill., is now in charge of the new Nye & Schneider Elevator at Traer, Ia. The elevator is now completed and handling grain.

Sol Jameson, representing Daniel P. Byrne & Co., St. Louis, is attending the various district grain dealers' conventions throughout Kansas and Oklahoma.

William McComas, manager of Alfred L. Schubert's elevator at Kingman, Ind., was badly shaken up by a fall in which his right knee was badly sprained.

Arthur C. Staples of Taunton, Mass., and Miss Grace Briggs, daughter of Charles F. Briggs, of the firm of Briggs & Co., grain dealers, Taunton, were married June 6.

Charles Fisher Ropes, of the firm of Ropes Brothers, grain dealers, Salem, Mass., was married June 19 to Miss Margaret Linton Robertson of Beverly, Mass. They will reside in Salem.

Albert Culver, a flour and grain dealer of Rockland, Mass., doing business under the firm name of A. Culver & Co., is now vice-president of the National Bank of Rockland. He is also trustee of the Savings Bank of that city.

John S. Metcalf, president of the John S. Metcalf Co., Chicago, and W. W. Stephens, vice-president of the Webster Manufacturing Company, sailed from New York City on the St. Paul June 27, for Europe. They will visit the Paris Exposition and noted places in the old world before their return in August.

Robert Baxter and J. S. Smith, who are farmers in Victoria, Australia, are traveling around the world. They are interested in a project for the erection of grain elevators in Australia, and are now in this country visiting the various grain centers. They expect to visit the Paris Exposition and South Africa before returning home.

David Black, a wealthy grain merchant of St. Louis, celebrated his seventy-third birthday by giving \$5,000 to each of his ten children—seven girls and three boys. There is still a large estate to be divided among them at his death, but he considered it wise to give them a basis upon which to build their fortunes before he shall have passed away.

James R. Dalton, of the firm of Eschenburg & Dalton, of the Chicago Board of Trade, was married to Miss Mary F. McCabe, June 27, at the residence of the bride's parents, 341 Warren avenue, Chicago. Mr. and Mrs. Dalton are enjoying their honeymoon in the lake region of Wisconsin, and will be at home at the Hotel Lexington, Chicago, after September 1.

Herman R. Mueller, of H. Mueller & Co., grain brokers, was seriously injured in the great dock fire at Hoboken, N. J., a short time ago. Mr. Mueller had been in Europe and returned on the Saale. A telegram received by friends in Chicago stated that he had been burned severely in the fire, and had been taken to a New York hospital. His family were spending the summer at La Porte, Ind.

Frank N. Quale, the well-known grain commission merchant of Toledo, O., was stricken with paralysis June 23. His entire left side is said to be affected, and his condition is regarded as serious. Mr. Quale is the owner of Presque Isle and of a steamboat line carrying Toledo passengers to that resort. An unfortunate accident in which the excursionists were kept on a sandbar one night and as a result instituted a boycott of the steamer the next day, greatly disturbed Mr. Quale and was doubtless responsible in large measure for his attack of paralysis.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

H. L. Colburn, McPherson, Kan.

W. A. Hodge, Waukegan, Wis.

George Milbank, Tonkawa, Okla.

J. S. Seeley, of Seeley, Son & Co., Fremont, Neb.

G. H. Stephens, manager Webster Mfg. Co., New York City.

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending July 12 has been as follows:

June.	NO. 2*		NO. 1 NO. 2		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED	
	R.W.WHT	S.P.WHT.	CORN.	OATS.	LOW.	HIGH.	LOW.	HIGH.	LOW.	HIGH.
12.....	75	76	72½	74½	38%	39%	22½	22½	57	57
13.....	75	76	71½	72½	38½	39%	23	23	57	57
14.....	75½	76	72½	73½	38½	39	22½	22½	57½	57½
15.....	76	78½	73½	74½	39½	40½	22½	22½	57½	57½
16.....	77½	71½	73½	74½	39½	39%	23	23½	57	57
17.....	80	81	73½	78½	40	10½	23½	23½	57	57
18.....	80	81	76	78½	40	10½	23½	23½	56½	56½
19.....	81½	81½	77½	80½	40%	41½	23½	24	58	58
20.....	82½	83½	81	83½	42	42	25	25	60½	60½
21.....	83½	84	81	82½	41½	42	25	25	61½	61½
22.....	89½	89½	87	87	42%	42%	25	25½	57½	57½
23.....	86½	87½	85	85	41½	41½	25½	26½	56	56
24.....	82	83	81	82	41½	42	25½	25½	56	56
25.....	84½	85	81½	83½	42%	43	25½	25½	61	61½
26.....	82	82	79½	81	42%	43	25½	25½	61½	61½
27.....	80	81	79	81	42%	43	24½	24½	61½	61½
28.....	80	81	79	81	42%	43	24½	24½	61	61
29.....	80½	80½	80	80	42%	42%	24½	24½	60	60
30.....	80½	80½	80	80	42%	42%	24½	24½	60	60
31.....	80½	80½	80	80	42%	42%	24½	24½	60	60
July—										
1.....	77	79½	77	78½	42%	42%	23½	23½	55	55
2.....	78½	80½	78½	79½	42%	42%	23½	23½	55	55
3.....	78½	80½	78½	79½	42%	42%	23½	23½	55	55
4†										
5.....	78½	80	78½	80	42%	42%	23½	24	56	56
6.....	80	80½	78	80	43½	43½	23½	23½	59	59
7.....	78½	79	78½	79	43%	43%	23½	24	56	56
8.....										
9.....	81½	82	79	79½	44½	44½	24½	24½	57½	58
10.....	81	82	78½	79	43½	43½	24½	24½	57	57
11.....	80	81	80	81½	43%	44½	21	24½	57½	57½
12.....	81½	82½	79	79½	44%	44%	24½	26	57	57
13.....										

* Nominal price. † Holiday.

During the week ending June 15, Prime Contract Timothy Seed sold at \$2.45@2.50 per cental; Prime Contract Clover Seed at \$7.75@8.00; Hungarian at \$0.65@0.75; German Millet at \$1.00@1.40; buckwheat at \$1.10@1.20 per 100 pounds.

During the week ending June 22, Prime Contract Timothy Seed sold at \$2.50@2.75 per cental; Prime Contract Clover Seed at \$7.75@8.00; Hungarian at \$0.65@0.75; German Millet at \$1.00@1.40; buckwheat at \$1.10@1.20 per 100 pounds.

During the week ending June 29, Prime Contract Timothy Seed sold at \$3.00@3.40 per cental; Prime Contract Clover Seed at \$8.00; Hungarian at \$0.65@0.75; German Millet at \$1.00@1.40; buckwheat at \$1.10@1.20 per 100 pounds.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, July 7, 1900, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	480,000	1,450,000	992,000	24,000	.....
Boston	953,000	406,000	418,000	.....	.....
Buffalo	1,432,000	1,741,000	543,000	24,000	336,000
do. afloat					
Chicago	11,008,000	4,180,000	1,832,000	280,000	.....
do. afloat					
Detroit	189,000	54,000	3,000	6,000	.....
Duluth	11,524,000	346,000	370,000	23,000	43,000
do. afloat					
Fort William	1,530,000	.....	.....	.....	.....
do. afloat					
Galveston	2,211,000	.....	.....	.....	.....
do. afloat					
Indianapolis	131,000	59,000	30,000	1,000	.....
Kansas City	995,000	111,000	9,000	6,000	.....
Milwaukee	1,038,000	302,000	594,000	.....	10,000
do. afloat					
Minneapolis	11,307,000	71,000	96,000	26,000	3,000
Montreal	467,000	10,000	735,000	4,000	47,000
New Orleans	690,000	657,000	.....	.....	.....
do. afloat					
New York	1,482,000	124,000	223,000	173,000	146,000
do. afloat	17,000	17,000	24,000	.....	.....
Peoria	16,000	82,000	122,000	.....	.....
Philadelphia	95,000	660,000	146,000	.....	.....
Pt. Arthur, Ont.	98,000	.....	.....	.....	.....
do. afloat					
St. Louis	220,000	267,000	23,000	1,000	.....
do. afloat	132,000	.....	.....	.....	.....
Toledo	217,000	3,200	162,000	2,000	.....
do. afloat					
Toronto	41,000	.....	11,000	.....	37,000
On Canals	42,000	499,000	323,000	26,000	46,000
On Lakes	716,000	1,738,000	487,000	.....	.....
On Miss. River	.....	.....	.....	.....	.....
Grand Total	46,877,000	13,188,000	7,116,000	596,000	668,000
Corresponding date 1899	34,009,000	12,963,000	5,652,000	727,000	977,000
Weekly Inc.	435,000	2,169,000	270,000	.....	98,000
Weekly Dec.	.....	.....	.....	49,000	.....

The proprietor of a broom factory at Lyons, N. Y., has made a contract with farmers to take the product of fifty acres of broom corn, grown in his neighborhood. The crop has not hitherto been grown there.

W. S. Jones of Parker, S. D., locally known as "Corn Jones," a resident of that state since 1869 or 1870, has made a fortune by sticking to corn instead of wheat as his chief crop. He says he has had yields of thirty-five to sixty-six bushels per acre, and has persisted in cultivating corn in spite of the ridicule of his neighbors.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of June, 1900:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels	379,573	983,939	279,999	192,264
Corn, bushels	3,736,219	2,725,894	4,093,902	3,191,811
Oats, bushels	1,455,207	294,468	692,846	251,024
Barley, bushels	7,419	114,144	.....	111,428
Rye, bushels	991	2,285	.....	.....
Clover Seed, bushels	1,145	.....	1,601	.....
Hay, tons	5,091	3,503	2,041	856
Flour				

ELEVATOR & GRAIN NEWS

CENTRAL.

The Dayton Feed Co. has sold out its business at Dayton, O.

The Berne Grain & Hay Co. have succeeded S. W. Hale at Berne, Ind.

S. W. Hale & Sons have sold out their grain business at Geneva, Ind.

E. F. Shelley is remodeling his grain warehouse at Londonville, Ohio.

The Linton Milling Co. will build a mill and elevator at Linton, Ind.

Yager & Martin of Advance, Ind., have gone out of the grain business.

Holmes Bros. will probably build an elevator at Portland, Ind., at once.

Owen Davis has built an elevator 24x30 feet and 40 feet high at College Corner, O.

An elevator is being completed at Johnsonville, Ind., and a railroad switch will be put in.

E. H. Brosius has sold his warehouse and feed business at Alliance, Ohio, to Soper & Milner.

The Haynes Milling Co. is now operating the Jay Grain Co.'s elevators at Portland and Brice, Ind.

Raymond P. Lipe, the grain and hay buyer of Toledo, is preparing to build an elevator at Bryan, Ohio.

The Brighton Flour Mill Co. will build a grain elevator at McLean and Harrison avenues, Cincinnati, Ohio.

Oliver P. Channey has purchased the interest of Erwin Moore in the Channey Elevator Company at Canal Winchester, Ohio.

Phares & Dewees of Tipton, Ind., have purchased D. D. Boyd & Son's mill and elevator at West Middleton. They will enlarge the elevator.

The assignee of the Wakarsa Mill & Elevator Co., Waukarusa, Ind., has paid creditors 90 per cent of their claims and has considerable cash on hand.

The elevator at Hatton, Ohio, has been repaired. The Sentinel of Bowling Green remarks that farmers throughout that vicinity will find a ready market for their invisible crop of wheat.

The grain and warehouse firm of Alsdorf-Pearson Company at Johnstown, Ohio, has been dissolved, but we have not learned what arrangements, if any, have been made for continuing the business.

A. I. Ewen and Henry Reed, composing the firm of Ewen & Reed, have purchased the Ithaca Milling Co.'s elevator at North Star, Mich., and will operate it in the grain and hay shipping business.

Joseph M. Dunnlap, Franklin, Ind., dealer in agricultural implements, coal and lime, and proprietor of grain elevators at Franklin and at Trafalgar, made a voluntary assignment for the benefit of his creditors June 25 to E. F. Bader and W. V. King. The assets are thought to be \$35,000 and liabilities estimated at about \$32,000. Most of the assets consist of notes and accounts against farmers.

ILLINOIS.

John R. Martin has sold his elevator at Cushman, Ill.

J. O. Linder's new elevator at Loxa, Ill., is about completed.

The grain elevator at Scottsburg, Ill., has been torn down.

A modern grain elevator has been completed at Argenta, Ill.

J. Ed. Miller has a new elevator nearing completion at Hartsburg, Ill.

R. F. Cummings is building an addition to his elevator at Clifton, Ill.

Shearer Bros. are building an addition to their elevator at Steward, Ill.

J. B. Clark recently sold his elevator at Mazon, Ill., to a couple of Minonk men.

An elevator is being completed at the village of Halmaman, in Whiteside Co., Ill.

J. H. Eversole has sold his elevator at Mayview, Ill., to S. Zorn & Co. of Louisville, Ky.

C. A. Vincent has improved his facilities for loading cars from his elevator at Odell, Ill.

Lewis Arnold of Anchor, Ill., who recently purchased a new dustless corn sheller, shelled out 6,059

bushels for Geo. Womack of Towanda, in 12 hours, setting the sheller five times.

Rogers, Bacon & Co., Chicago, have begun work on a fine large elevator at Anchor, Ill.

The elevators at Mt. Morris, Ill., are reported to have done a lively shipping business recently.

W. J. Culbertson has sold his elevator at Vermilion, Ill., to A. J. Powell of McLean County.

The Neola Elevator Co. of Chicago contemplates the erection of an elevator at Honey Creek, Ill.

H. Linebarger & Son have sold their elevator at Downs, Ill., to S. Zorn & Co. of Louisville, Ky.

Dunaway, Ruckrigel & Co. of Ottawa, Ill., are reported to have sold their elevator at Serena.

T. H. Wheeler of Leeds has rented the elevator at Odell, Ill., formerly operated by C. A. Hornerman.

The Webster Mfg. Co., Chicago, was a recent purchaser of a No. 1 Little Victor Corn Sheller and Cleaner.

The Mt. Hope Roller Mill building at McLean, Ill., is being fitted up for storing about 12,000 bushels of oats.

John McNeill has purchased property at Fulton, Ill., on which he will soon begin the erection of an elevator.

Hayward Bros. are doubling the size of their elevator at Cropsey, Ill. They are also building a new power house.

A. J. Speers of Edelstein, Ill., has replaced the horse power in his elevator with a 6-horse power gasoline engine.

M. R. Walsh of Campus, Ill., purchased at receiver's sale the elevator of Cloke Bros. at Piper City, for \$5,900.

The Farmers' Grain, Coal & Lumber Co. of Wapella, Ill., has increased its capital stock from \$2,500 to \$5,000.

J. J. Woodin and L. W. Porterfield, grain buyers of St. Joseph, Ill., have added car loaders to their elevator equipments.

A car of new No. 3 white oats, the first of the season, reached Chicago from Central Illinois on July 10. It weighed 32 pounds.

The Barnard & Leas Mfg. Co. recently sold, through the Macdonald Engineering Co. of Chicago, a No. 6 Cornwall Corn Cleaner.

The Neola Elevator Co. has purchased the grain warehouse at Serena, Ill. J. O. Carter & Son will continue to look after the business.

The Chillicothe Grain Co., Chillicothe, Ill., have installed a Fairbanks Wagon Scale at their grain office, near the C. R. I. & P. depot.

Stegat Bros. of Matteson, Ill., have contracted with the C. M. Seckner Engineering Co., Chicago, for the erection of a 50,000-bushel elevator.

Chas. M. Burkett, owner of the North Dixon Elevator, Dixon, Ill., has made improvements on his grain handling plant and will also deal in live stock.

O. A. Means & Co. of Anchor, Ill., are doubling the capacity of their grain elevator at that place. It will have capacity of 105,000 bushels when completed.

C. H. Ruple of Chestnut, Ill., is receiving many compliments on his new grain office and its furnishings, which are indicative of comfort and refinement.

C. W. Brown, Bartlett, Kuhn & Co.'s representative at Lovington, Ill., purchased nearly 30,000 bushels of corn one Saturday last month, at 40 cents a bushel.

The McClure Elevator Co., McClure, Ill., has been incorporated with a capital stock of \$2,500 by Breddlove Smith, Claude W. McClure and Elias D. Winchester.

Carl G. Scheiner has purchased W. E. Carlin's interest in the grain business at Jerseyville, Ill., his partner being Hugh Whitlow. This firm also handles ground feed.

The Cleveland Grain Co. has let the contract for an addition to its elevator on the Big Four, just west of Champaign, Ill. The addition will consist of five bins 20 feet long, 12 feet wide, and 30 feet deep.

The new McReynolds Elevator at South Chicago was inspected by a party of some one hundred insurance men from Chicago on July 10. They went by special train and lunch was served en route.

Grain shipments from South Chicago reached the high water mark on July 11, when 877,100 bushels, mostly corn, were loaded into vessels for lower lake ports. Only seven boats were required to furnish this capacity, two of which, the Siemens and Fair-

bairn, took over 200,000 bushels apiece, while the little schooner S. A. Wood had room for only 22,000 bushels.

Puett & Williams of Cissna Park, Ill., have purchased the Sells Elevator at Rankin. They will remove there at once, Mr. Williams having already taken charge of the house.

It is reported that a new station will be established on the C. & A., between Delavan and Hopedale, Ill., and that E. M. Wayne & Co. of Delavan will at once erect an elevator there.

Capt. C. Moore has purchased W. R. Ward's interest in the grain and tie business of Ward & Moore at Benton, Ill., and has placed the same in the hands of his son, J. Solomon Moore.

The C. M. Seckner Engineering Co. finished remodeling, in June, the Michigan Central Elevator at Joliet, Ill. The machinery for the plant was supplied by H. W. Caldwell & Son Co.

The grain elevator at Savoy, Ill., has been moved about 15 feet to make room for double tracks. From 35,000 to 40,000 bushels of corn were marketed there during one week last month.

The Hancock-Golmann Co., Chicago, has been incorporated with a capital stock of \$5,000 to deal in grain and farm products. The incorporators are Henry L. Golmann, Jos. J. Lippert and Wm. S. Thompson.

The Farmers' Beneficial Association of Fairland, Ill., has been incorporated with a capital of \$5,000, to deal in grain, lumber, farm produce and live stock. The incorporators are Thomas O'Neill, N. R. McGee and James Watts.

The lease of the Middle Division Elevator Co. (now Rogers, Bacon & Co.) on the Rood Elevator at Bloomington, Ill., having expired, Frank Supple has again taken a 5-year lease of it. He contemplates making alterations and improvements.

John McKinney has been appointed receiver for Cloke Bros. of Piper City, Ill., whose assignment was reported last month. The elevator and other property have been appraised at \$5,800. This, with book accounts of \$4,200, makes the assets \$10,000. The liabilities are \$13,000.

WISCONSIN AND MINNESOTA.

C. J. Snickow is putting up a grain elevator at Barton, Wis.

The Peavey Elevator at Boyd, Minn., is being remodeled and put in shape for the fall trade.

The Prairie Mill Co. of River Falls, Wis., has completed a large grain warehouse at Prescott.

W. C. Mitchell & Co., Duluth, have opened a branch office in Minneapolis, in charge of Henry D. Gee.

The Farmers' Elevator Co. of New Richland, Minn., has been incorporated with a capital stock of \$20,000.

Turner & Brenner and the Anchor Grain Co. have withdrawn from the North Star Lumber Co. at Minneapolis.

The Duluth Elevator and the Northwestern Elevator at Hancock, Minn., will remain closed until the new crop moves.

The Round Lake Grain & Lumber Co. of Round Lake, Nobles County, Minn., has been incorporated with a capital stock of \$10,000.

The Lewiston Farmers' Elevator Co. of Lewiston, Minn., did a business last year which is reported to have netted a profit of about 35 per cent.

The Farmers' Co-operative Elevator Co., Lake Benton, Minn., held their annual meeting June 30. The secretary reported a profitable year's business.

The Northern Grain Co.'s elevator at Dale, Wis., was robbed of 20 bushels of wheat one night last month. This was all the thieves could get from the chute they opened.

The Magnolia Mercantile Elevator Co., Magnolia, Minn., have held their annual meeting and declared a dividend of 25 per cent. Seventy-five cars of live stock handled added greatly to the company's revenue.

The Farmers' & Merchants' Supply Co. of Minnesota, Minn., held its annual meeting on June 16. During the year the company handled 132,109 bushels of wheat, making a profit of \$1,200. A dividend of 25 per cent was declared.

The stockholders of the Farmers' Elevator Co. of Dassel, Minn., have held their annual meeting. After paying all indebtedness there was a surplus of \$900 in the treasury and a dividend of 26 per cent was declared. Last year the dividend was 30 per cent.

The F. R. Morris Grain Co. has been organized at Milwaukee and has taken a lease of the Northwestern Marine Elevator owned by C. Manegold Jr. & Co. While handling all kinds of grain, the company will make a specialty of barley. The elevator

is in reality two buildings, some 16 feet apart, with a combined capacity of 350,000 bushels.

The old City elevator, at Third Avenue N. and Fifth Street, Minneapolis, the property of the Interior Elevator Company, is being razed. The material in the old structure will be used for the construction of a new elevator at St. Louis Park, on the St. Louis railroad.

At the recent annual meeting of the Minnesota Elevator Co. of Winona, the old officers and directors were re-elected. During the past year the company built 16 new elevators and it was decided to erect several more at new stations on the C. & N.W. extensions in Minnesota and Iowa.

It is reported from La Crosse, Wis., that owing to the failure of the wheat crop in the Northwest, the Cargill Elevator Co. will not open any of their elevators north of the Litchfield line this season. This will cover about 70 houses. It is stated, however, that all the old employees will be retained.

Honstain Bros., elevator builders of Minneapolis, have been awarded a contract to build a 25,000-bushel elevator at Westbrook, Cottonwood County, on the Bingham Lake extension of the Omaha road. Another elevator of similar capacity is to be constructed at Batavia, Big Stone County, on the Fargo Southern branch of the Milwaukee.

The Gerlach Malt & Grain Co. of Milwaukee is building an addition to its plant that will increase its malting capacity to about 1,000,000 bushels a year. The Froedert Bros. Grain & Maltting Co. are also preparing to put up an additional building that will give them a capacity of 2,500 bushels of malt daily instead of 1,000 bushels as at present. These are known as anti-trust concerns.

WESTERN.

The Madison Warehouse Co., Madison, Cal., has built a warehouse to accommodate the new grain crop.

Hill & Moore have a new elevator at Kersey, Colo. It is to be operated by a five-horsepower gasoline engine.

Several large wheat firms have placed buyers at Pendleton, Ore., and vicinity, to secure the large wheat crop being harvested there this year.

Two new wheat warehouses are being finished at Cayuse Station, Umatilla County, Ore., for the Pacific Coast Elevator Co. and Balfour, Guthrie & Co.

The Independence Milling & Elevator Co., Denver, Colo., has been incorporated with a capital stock of \$25,000, by C. W. and B. B. Badgley and E. F. Chessman.

A wharf and 80,000-bushel elevator is being erected at the head of navigation at Monroe, Ore. It is the intention of the builders to have it ready for the new crop.

Aaron Kuhn of Colfax, Wash., has purchased the Farmers' Warehouse at Elberton. He will build a large addition. Mr. Kuhn will also build at Guy, Wash., a warehouse with a capacity of 125,000 bushels.

The Salem Flouting Mills Co., Salem, Ore., will put new machinery in its large elevator on Front Street and will arrange to operate it by water power. The capacity of the building is about 160,000 bushels.

H. R. Russell took charge of the Northern Pacific Elevator at Moscow, Idaho, in July. It has a capacity of 70,000 bushels. Harvest will commence about July 15 and Mr. Russell expects Latah County will yield a crop of between 1,600,000 and 1,800,000 bushels of wheat.

The recently organized Puget Sound Warehouse Co. now have grain warehouses at many points on the Northern Pacific and Washington & Columbia River railways. They are also building a number of new houses, have opened a branch office at Walla Walla and are preparing to do business on a large scale.

At the recent sale of the Heistand & Warner system of warehouses, the Pacific Coast Elevator Co. and the Puget Sound Warehouse Co. of which T. B. Wilcox of Portland, Ore., is the recognized head, purchased 11 warehouses with an aggregate capacity of 597,000 bushels. T. Driscoll of Genesee, Idaho, bought the 35,000-bushel warehouse at that place. Balfour, Guthrie & Co. secured eight warehouses in Eastern Washington and Idaho, with an aggregate capacity of 465,000 bushels.

The Bucket Tramway Company of Pomeroy, Wash., was incorporated recently with \$10,000 capital. M. H. Houser was elected president, John Wilson secretary and I. C. Sanford treasurer. The tramway is located 18 miles northeast from Pomeroy, and is over a mile long. The cable is 12,700 feet in length and was purchased at a cost of \$2,000. Two new warehouses, one on top of the

bluff and one on the bottom, are in course of construction, to facilitate the handling of grain the coming season. Over 250,000 bushels of grain are already contracted to be moved from this point.

SOUTHERN.

A new grain elevator was recently completed at Anna, Texas.

C. B. Franke has just completed an elevator at Pond Creek, Okla.

El Reno, Okla., is to have another elevator of 10,000 bushels' capacity.

Seley & Early, wholesale grain dealers at Waco, Texas, have incorporated.

J. C. Robb & Co. of Kingfisher, Okla., are building an elevator at Cashion.

Thomas Pickle & Sons have just completed a grain warehouse at Belfast, Ky.

The Aubrey Milling Co. are building a 50,000-bushel elevator at Aubrey, Texas.

W. E. Jeffries & Co. are building a grain elevator and flouring mill at Tonieville, Ky.

The Southern Grain Co., Houston, Texas, has increased its capital stock from \$6,000 to \$12,000.

The South Texas Grain Co. of Houston, Texas, has increased its capital stock from \$12,000 to \$20,000.

The Kirby Grain Co. of Chillicothe, Hardeman County, Texas, has been incorporated with a capital stock of \$500.

The Farmers' Mill & Elevator Co. has been organized at Sparta, Tenn., and will erect a flouring mill and elevator.

E. O. Fretwell of Paris, Ky., dealer in grain and tobacco, recently made an assignment for the benefit of his creditors.

Manager Montcastle now has the new Orthwein Elevator at Fort Worth, Texas, in operation handling the new wheat crop.

W. H. Coyle of Guthrie, Okla., is building a 25,000-bushel elevator at Coyle. It is reported that he will also build an elevator at Ripley.

A 35,000-bushel elevator is being built at Vinita, I. T., by McGlasson & Hall. The Brinson Grain Co. is also building an elevator there.

It was recently reported that McMillan & McMurray of Whitewright, Texas, were preparing to make a shipment of 29 carloads of wheat at one time.

W. R. Brents, W. O. and A. O. Brackett have incorporated the Sherman Elevator and Warehouse Co. at Sherman, Texas, with a capital stock of \$15,000.

The Whaley Mill & Elevator Co., Gainesville, Texas, has let the contract for two more steel storage tanks, on which work has already been commenced.

J. E. Hall of St. Louis, Capt. E. A. Graham and others of Montgomery, Ala., are reported to have organized a warehouse and grain elevator company at the latter place.

Gill & Poindexter, two gentlemen from Clarksville, have purchased the Merchants' Warehouse at South Nashville, Tenn., and will conduct a grain and storage business.

The Shelton Mill Co., Chattanooga, Tenn., has leased the Union Elevator and the Peake warehouse there, giving the company an additional storage capacity of 200,000 bushels.

The Hanna & Leonard Elevator & Warehouse Co. of Galveston, Texas, has incorporated with a capital stock of \$40,000. The incorporators are: James J. Hanna, Geo. Seeligson and B. C. F. Leonard.

J. Fennelly, C. B. Fox and G. W. Anderson of New Orleans, La., have formed the firm of Fennelly, Fox & Co., for the purpose of conducting a general export business in grain and cottonseed products.

The Yukon Milling & Grain Co. of Yukon, Canadian Co., Okla., has been incorporated with a capital stock of \$10,000. The following are the directors: Gus Geisicke, of San Antonio, Texas; Chas. Geisicke, of Yukon, and E. J. Murphy, of Yukon.

The Thompson Grain Co. of Waxahachie, Texas, has been incorporated with a capital stock of \$10,000. The incorporators are D. H. Thompson, H. D. Timmons and R. L. Goodloe. The company has a branch office at Italy, with G. McWhorter in charge.

Thompson & Locke's new elevator at Hillsboro, Texas, is nearly completed. The main building is 30x64 feet and 24 feet high, while the highest part of the building is 40 feet. It will have storage room for 35,000 bushels, but is equipped especially with reference to cleaning, separating and handling

grain expeditiously. It is located between the Cotton Belt and the M. K. & T. tracks.

A. Waller & Co., Henderson, Ky., have been incorporated with a capital stock of \$60,000 to do a general grain handling business. The incorporators are A. Waller and M. T. Dyer of Henderson, Ky., and T. B. Young and J. K. Waller of Morganfield, Ky.

Among the many cottonseed oil milling companies in the South that are to make improvements or build mills are the following: Jos. W. Pitt, S36 Ellis St., Augusta, Ga.; Houston Cotton Oil Co., Houston, Texas; G. N. Henson, Chattanooga, Tenn.; Yorktown Cotton Oil Co., Yorktown, Texas; Charleston Cottonseed Oil Mill, Charleston, S. C.; H. H. Milam, Euharlee, Ga.; Manning Oil Mill & Illuminating Co., Manning, S. C.; Evergreen Mfg. Co., Evergreen, Ala.; Gastonia Oil Mills, Gastonia, N. C., B. M. Holland, manager, Chester, S. C.; Ozark Cottonseed Oil Mill & Fertilizer Co., Ozark, Ala.; Burton Cotton Oil Co., Burton, Texas; Anson Oil & Ginning Co., Wadesboro, S. C.

MISSOURI, KANSAS AND NEBRASKA.

Lenapah, Kan., has a new elevator.

Two grain elevators are being built at Ransom, Kan.

Moses Bros. are building an elevator at Larned, Kan.

A. R. Dodge & Co.'s new elevator at Langdon, Kan., is completed.

Boulware & Webster of Utica, Kan., have a new elevator in process of construction.

The Central Granaries Co. are building an addition to their storage plant at Holdrege, Neb.

Ben McLucas recently purchased C. F. Scholer's grain business and elevator at Fairbury, Neb.

The Farmers' Elevator Co. of Clarksville, Mo., has increased its capital stock from \$5,124 to \$8,000.

The Farmers' Grain & Stock Co. of Hooper, Neb., have equipped their elevators with four Hall Grain Distributors.

James Marsh has purchased an elevator at Guide Rock, Neb., and is putting it in shape for handling the new crop.

The Logan Grain Co. of Kansas City, Mo., has been incorporated with a capital stock of \$5,000, by A. Logan, R. W. Hacker and S. C. Woods.

The farmers' association has built an elevator at the Brennan switch, five miles southeast of Hastings, Neb., on the St. Joe & Grand Island Railway.

The failure of J. K. Davidson & Co. at Kansas City caused their house at Parsons, Kan., to be closed on a writ of attachment secured by creditors.

H. O. Barber & Son have purchased the W. T. Oates elevator at Oxford, Neb., and will enlarge its capacity. Chas. E. Barber will have charge of this house.

The Farmers' Elevator Association, Savannah, Mo., has let a contract for building an elevator 20x24 feet, 24 feet high. The contract price is \$1,300.

The Barnard & Leas Mfg. Co. has sold to M. J. Travis, Atchison, Kan., two No. 1 Cornwall Corn Cleaners and two No. 1 Victor Corn Shellers. Also a No. 1 Cornwall Corn Cleaner to go to Scottsville, Ark.

W. D. Judd has sold his large Capitol Elevator at North Topeka, Kan., to E. F. French of Champaign, Ill. T. L. Ewan, who has been the manager of this elevator, will probably return to Kansas City and enter the grain trade there.

C. R. Wright of Genoa, Neb., has let the contract to Seeley, Son & Co. of Fremont, for the construction of a 20,000-bushel elevator. It will be equipped with a 15 h. p. gasoline engine, corn cleaner, feed rolls, wagon and shipping scales.

The Rosenbaum Grain Co., Kansas City, Mo., has been incorporated with a capital stock of \$5,000. Incorporators: M. Rosenbaum, J. Rosenbaum, E. L. Glaser, F. Uhlmann, all of Chicago, Ill.; E. F. Rosenbaum, L. Vehon, E. A. Krauthoff, all of Kansas City.

H. L. Dwelle has purchased a site at Emporia, Kan., and will soon begin the erection of a frame elevator to be covered with corrugated iron. Haynes Bros. also have a site and will put up a fine elevator a little later if the prospect for corn continues favorable.

The claim has been made that Wichita, Kan., will handle 20,000,000 bushels of this season's crop of wheat. Messrs. Green & Culver have their new elevator completed now and expect to take an active part in this business. While the house only has a storage capacity of 30,000 bushels, it can

handle 30 cars per day and this will be its principal business.

The new owners of the Capitol Elevator at North Topeka, Kan., have incorporated as the French-Bennett Grain Co., with a capital stock of \$150,000. The directors and stockholders are Isaac H. French of Champaign, Ill.; Emery F. French, A. H. Bennett, Fayette H. Bennett and Fred W. Freeman, all of Topeka.

The Wells & Hord Grain Co. has been incorporated with a capital stock of \$100,000, with headquarters at Central City, Neb. The incorporators are: Thos. E. Wells, Thos. B. Hord, Jos. H. Nash, Geo. P. Bissell and John W. Hutchison. The company is now rebuilding an elevator at Central City, recently purchased from W. E. Gibbs.

EASTERN.

C. E. Davis has opened a grain and feed store at Vernon, Vt.

H. C. Morse's new elevator at Waterville, Me., is nearly completed.

Frank Cummings has opened a grain store at South Bethel, Me.

Robinson & Jones have built a new grain storehouse at Natick, Mass.

Harvey Philbrook has leased E. L. Tebbetts' grain store at Locke's Mills, Me.

A. H. Ulsh has succeeded Ulsh & Brandt in the grain business at Millerstown, Pa.

J. G. Brenneman and Adam Hamilton will erect a grain warehouse and coal yard at Elizabethtown, Pa.

Whitlow & Schneider have formed a partnership to deal in grain and feed at the Carlin Elevator, Jerseyville, N. J.

E. M. Carpenter & Co. have succeeded Durrant & Co. in the grain, flour and feed business at 466 Broadway, Albany, N. Y.

John B. Curry has installed a bucket elevator in his warehouse at Swatara Station, Pa., for unloading grain and feed from cars.

Henry Stempel & Co., grain exporters of New York City, have assigned, scheduling liabilities of \$24,895 with nominal assets of \$7,829.

It is reported that the Grand Trunk Railway will build a large new elevator at Portland, Me., and that work may be commenced on same this year.

The C. & O. Railway's million-bushel elevator at Newport News, Va., was not completed on July 1 as contemplated, but it is now practically ready for operation.

The Lehigh Valley Railroad's large grain elevator near Caven Point, Jersey City, N. J., is about ready for business. It will afford the road much needed facilities in this line.

Lemaire Bros. of Taunton, Mass., are building an elevator 80x30 feet, and 35 feet high, near the Whittenton station. It will be equipped with engine and grain handling machinery.

IOWA.

M. C. Ott of Wilton Junction, Iowa, is enlarging his elevator.

An elevator is being erected at Albert City, Iowa, by a Mr. Skewis.

Schlatter & Seaward contemplate building an elevator at Bellevue, Iowa.

R. McEllinney has sold his elevator at Lisbon, Iowa, to W. J. Feola & Co.

W. C. Addleman is now the proprietor of the Hogue Elevator at West Liberty, Iowa.

C. H. Norton has bought out the grain business of W. L. Brown & Son at West Bend, Iowa.

L. J. Fitzpatrick has succeeded Noble & Fitzpatrick in the grain business at Maurice, Iowa.

The Ottosen Grain & Lumber Co., Ottosen, Iowa, have bought out the business of Hunnicut Bros.

James Harper & Co., Manson, Iowa, are engaged in moving their elevator from the Illinois Central to the Rock Island tracks.

The large new elevator of the Davenport Elevator Co., Davenport, Iowa, is expected to be completed about August 1.

The Nye & Schneider Co.'s elevator at Clutier, Iowa, is completed and Henry Savage of Ashland, Ill., has taken charge of it.

The Trans-Mississippi Grain Co. of Omaha, Neb., have installed Hall Grain Distributors in their new elevators at Holstein and Preparation, Iowa.

The Iowa Seed Co. of Des Moines has purchased from the Des Moines Elevator Co. a site between the Rock Island and the Burlington tracks on which

it will erect a three-story warehouse 60x100 feet. The foundation of the burned elevator will be utilized.

The firm of Ellis & Warner at Grundy Center, Iowa, has been dissolved and E. W. Ellis is now conducting the grain business in his own name.

The Sioux Milling Co. are building an elevator at Ritter, about six miles north of Sheldon, Iowa. It is reported that it will be of 50,000 bushels' capacity.

The McFarlan Grain Co. of Des Moines is building an addition to its elevator at Madrid, Iowa. It will be 40x125 feet, making the aggregate capacity 235,000 bushels.

The Des Moines Elevator Co., Des Moines, Iowa, contemplate increasing the storage capacity of their cleaning and transfer elevator. Steel tanks may be used for this purpose.

King & Smith are building an elevator at Aurora, Iowa, which will be completed in time for the new crop. It will be equipped with up-to-date machinery and a gasoline engine.

The Kinsella Grain Co. have contracted with Seeley, Son & Co. of Fremont, Neb., to rebuild their recently burned elevator at Blencoe, Iowa. The new house will have a capacity of about 12,000 bushels. It will be equipped with a corn sheller and cleaner, and be driven with a 12-horsepower Fairbanks-Morse Gasoline Engine.

CANADA.

John Martin is rebuilding his grain elevator at Hintonburgh, Ont.

The Northern Elevator Co. has completed its new elevator at High Bluff, Manitoba.

Young Bros. of Cartwright, Manitoba, have equipped their elevator with up-to-date machinery.

Chalmers & Watson of Pilot Mound, Manitoba, will at once build an elevator on the site of the one recently burned.

Edward Smith, a grain buyer of Lumsden, Man., expects to engage in the grain and general store business at a new town on the M. & N. W., east of there.

The Canada Atlantic Railway is still negotiating with the Montreal Harbor Commissioners for a site for a large elevator, which will be available for next year's business.

J. D. O'Brien, a grain broker of Winnipeg, has entered into partnership with Watson & Co. of Minneapolis, and will hereafter conduct his business in that firm's name.

The Farmers' Elevator Co. of Burnside, Man., held its annual meeting on July 2. The report of the auditors was unanimously adopted. Under the management of Mr. J. Cruson the company last year handled nearly 100,000 bushels of wheat.

THE DAKOTAS.

Work has been commenced on a new elevator at Worthing, S. D.

Hannibal & Palmer's new elevator at Hartford, S. D., is completed.

The Atlantic Elevator at Stiles Station, N. D., is closed for the summer.

It is reported that an elevator will be built at Walhalla, N. D., by the Imperial Elevator Company.

Burgess & Dillenbeck will rebuild their elevator at Sharon, N. D., which was destroyed by fire on the night of May 12.

Mullaney & Scroggs, Beresford, S. D., have dissolved partnership. J. T. Scroggs continues the grain and coal business.

The Bagley Elevator Co. have improved their elevator plant at Faulkton, S. D., and put in a new grain dump and gasoline engine.

The St. Anthony & Dakota Elevator Co. of Minneapolis will install a Hall Grain Distributor in their new elevator at Cando, S. D.

The National Elevator at Langdon, N. D., managed by T. E. Pierce, has been closed for the season on account of the short crop outlook.

The St. Anthony & Dakota Elevator Co. are making extensive improvements to their elevator at Putney, S. D., including the addition of a gasoline engine.

O. C. Johnson, superintendent of the Magill Elevator at Fargo, N. D., is suffering from a painful wound caused by stepping on a rusty nail, which ran through his foot.

At the annual meeting of the Farmers' Elevator Co. of Milbank, S. D., a dividend of 25 per cent was declared. Last year, the end of the first year, a dividend of 10 per cent was paid. During the past

year 206,445 bushels of wheat were purchased and the net profits amounted to \$2,072.46. All officers were re-elected.

A farmers' elevator company has been organized at Davis, S. D., to build and operate an elevator. Frederick Boterman is president and H. P. Scott, secretary.

The Imperial Elevator Co. will build a warehouse annex to their elevator at Milton, N. D., and Agent W. B. Hatton will handle flour and feed as well as buy grain.

The directors of the Farmers' Elevator Co., Ada, Minn., asked the business men of that town to guarantee \$400 to insure them from loss if they would operate the elevator themselves this year, rather than rent it. The business men have practically agreed to this guarantee, so it is reported.

An elevator will be built at Arnold, N. D., half way between Bismarck and Wilton, on the new railroad. The new elevator of Gen. W. D. Washburn at the latter place was filled with grain several weeks ago, and farmers had to resume hauling their wheat to Bismarck. The elevator has a capacity of 60,000 bushels, but having no shipping facilities until the new road is in operation, its limit was easily reached.

The Chicago, Milwaukee & St. Paul Ry. is building a branch through Bon Homme and Charles Mix Counties, South Dakota, which it calls the land of bread and butter. The road is said to have received 125 applications from parties wishing to build elevators along this extension. Sites have been selected for 19 elevators and a large number of corn cribs and work on these will be begun at once. Of these elevators, four will be built at Platte, four at Geddes, two at Lake Andes, three at Wagner, four at Avon and two at Tabor. Three lines of ferry boats have been arranged for to bring grain and live stock across the river from Nebraska at various points. It is expected that the railroad will be completed to Platte, the terminus, by October 1.

VENTILATING GRAIN.

It seems evident that granaries are wrongly built. They are made tight, not providing for change of air through the grain. We make no provision for ventilation of thrashed grain. If the grain is at all soft or damp, or if it sweats in the bin, the stagnant air and moisture tend to ruin the heated grain.

A grain bin having a perforated door, which retains grain, but also allows fresh air to ascend through the grain, is far better and safer than one with air-tight floor and walls, for if, as very often happens, any heat develops in the grain the heated air in the grain ascends through the floor, and through the grain and cool air comes in from below, thus cooling and ventilating the grain and removing putrid and stagnant vapors. Air passes very easily through thrashed grain of any kind. Consider that water poured upon grain quickly descends through the grain, and air being 800 times lighter moves through grain with much greater facility. By thrusting an iron pipe into a bin of grain, one can learn that it is very easy to breathe through 1,000 bushels of wheat. A blacksmith's bellows attached to a pipe inserted in a bin of wheat shows how very little pressure is required to drive air through grain. A lighted lamp placed under an inclosed screen, on which is wet grain, sends a stream of warm air upward through the grain. What is needed to keep grain for an indefinite time is simply ventilation. Corn keeps better in the ear, in an open rail pen, than shelled corn does in a close elevator bin. It is safer to "sweat" grain in a stack than in a bin, because ventilation is better in the stack. It is the belief of the writer that many thousands of bushels of grain are damaged annually by neglect of sweating in the stack, by thrashing when damp, and by insufficient ventilation of granaries, caused by wrong construction of the bins. Simply a perforated metal floor, or a heavy wire screen for a floor, or some cheaper form of a perforated floor would in many cases remedy this trouble. It would let air in, instead of keeping air out.

The writer would suggest [with reference to keeping Kaffir corn] that growers "sweat" Kaffir corn seed tops in the stack the same as other grain, thrash only when dry, not before sweating, nor when in the sweat, nor when damp; and contrive their granaries so that if any heat develops in the grain, the heated air may ascend and escape, being replaced by cool air from the bottom of the bin. Grain may be kept more safely in the bin than in the stack, provided it is as well ventilated in the bin as in the stack, and this may be done by having free admission of fresh air through a perforated floor. Stagnant air is destructive to men, animals, plants and seeds, yet we make granaries tight, provide for no exchange of air through the grain, and then we wonder why our unheated or unsweated grain does not keep well unventilated in its own putrid gases, but molds and spoils in its hot and stagnant vapors.—"Kaffir Corn" in Kansas Farmer.

Fires - Casualties

The elevator at Cable, Ohio, was destroyed by fire June 15; loss, \$6,000.

Young & Aymett's grain warehouse at Pulaski, Tenn., was damaged by fire recently.

The grain store of Hanna & Leonard at Galveston, Texas, is reported damaged by fire.

The elevator of P. P. Rush & Co. at Newman, Ill., was destroyed by fire recently; loss, \$10,000.

Kyle's warehouse at Whelan, Wash., six miles from Pullman, has been burned with 40,000 bushels of wheat.

The grain elevator, mill and lumber yard of Deewes & Bracken at Paoli, Pa., were destroyed by fire June 11.

J. Cushing & Co., dealers in grain and hay at Worcester, Mass., sustained a fire loss of \$3,000 July 8; insured.

Arthur H. Rushforth's feed warehouse at South Omaha, Neb., was destroyed by fire June 22. Loss, \$5,500, with \$2,200 insurance.

The grain elevator at McCallburg, Iowa, was blown down during a heavy storm on the night of June 26. Much grain was destroyed.

The buildings of the Glazier Hay and Grain Company at Cambridge, Mass., were burned July 1. Two men asleep in the grain store narrowly escaped death.

The elevator of the Cargill Elevator Co., at Sanborn, N. D., was burned July 4. The origin of the fire is not known. The building contained very little grain.

R. F. Cummings' elevator at Clifton, Ill., was damaged by fire June 19. Quick work with fire extinguishers put out the fire, which burned a hole through the roof.

S. J. Anderson's wholesale feed and grain store at Montgomery, Ala., was destroyed by fire June 27. His loss on stock was about \$6,000, partially covered by insurance.

John D. Miller's storehouse at Wallingford, Vt., occupied by Burditt Bros. for grain and feed storage, was destroyed by fire July 4. The cause of the fire is unknown.

Thomas J. Quigley's feed store at Conshohocken, Pa., was damaged by fire July 4. The blaze was caused by a bolt of lightning running into the building on the telephone wire.

The grain store of H. F. Sanborn at Cambridgeport, Mass., was damaged by fire to the amount of about \$25,000, Sunday morning, July 1. The fire is supposed to have been of incendiary origin.

The Baltimore & Ohio Elevator on Howard Street, in Baltimore, Md., narrowly escaped destruction by fire, which was communicated from an adjoining building July 7. Prompt action by the fire department saved the property.

The Northern Grain Company's elevator at Mondovi, Wis., was burned at night June 21. The building contained 30,000 bushels of wheat, 1,000 bushels of oats and some rye and barley. The loss is estimated at \$60,000, insured.

Chalmers Bros. & Bethune's elevator at Pilot Mound, Manitoba, was burned to the ground about 2 o'clock p. m., June 23, and 3,000 bushels of wheat and 200 bushels of oats were destroyed. The loss was heavy, but was covered by insurance.

Brady Bros.' grain warehouse, ice houses and coal sheds at Bayonne, N. J., were burned to the ground June 26 at night. The fire is supposed to have been caused by a spark from a passing locomotive. The loss is estimated at \$130,000.

Fire swept over a tract of land twelve miles long and eight miles wide in Colusa County, Cal., June 30. Large crops of wheat and barley were destroyed. A residence and buildings and 150 acres of grain on the Evans tract were destroyed.

Fire which caught in the cupola of the new elevator of Charles Wolohan at Birch Run, Mich., July 5, destroyed that building and its contents and several other buildings adjoining. The loss on elevator and contents was \$9,000; insurance, \$5,000.

The grain elevator at Fletcher, Ohio, was struck by lightning recently and was badly damaged, one side of the office being torn out, but the building did not catch fire. There were several people in the office at the time. No one was injured.

Two elevators were burned at Wentworth, S. D., during the night of June 21. They were the property of McCull, Webster & Co. and E. A. Rippe. The McCull elevator was the old farmers' warehouse at Wentworth and contained about 1,000 bushels of wheat. Their loss is about \$2,500, fully

insured. The Rippe elevator contained about 450 bushels of barley, 150 bushels of oats and 30 tons of soft coal. The loss was covered by insurance.

Ennis, West & Co.'s elevator at Walnut, Ill., was burned in a general fire which swept the business portion of that town July 10 at 2 o'clock, a. m. The building was valued at \$10,000, insurance, \$5,000; \$0,000 bushels of corn, \$32,000; insurance, \$16,000.

Magee & Pafenbach's elevator at Elmore, Ohio, was destroyed by fire about 2 o'clock a. m., July 3. It contained 4,000 bushels of wheat, 1,800 bushels of oats and 1,000 bushels of corn. The loss on building and grain is estimated at \$10,000, with insurance of \$6,675.

The grain in the McKay Milling Company's ruins at Ottawa, Can., smoldered for weeks after the big fire, and a large force of men were kept busy beating down the flames. The walls of the burned buildings are standing. The company has not yet decided as to rebuilding.

The Ferguson elevator, at Marquette, Neb., containing 6,000 bushels of grain, collapsed June 15 and the contents spread over the Burlington railway tracks. The catastrophe occurred in the early morning, a few minutes before the employees arrived for the day's work. A new elevator is being erected.

Fire damaged the wholesale grain store of Jameson & Hevener, at 181 to 185 East Sixth Street, St. Paul, Minn., June 29. This is the third fire loss sustained by this firm within a year, and is believed to have been of incendiary origin. Jameson & Hevener's loss on stock was about \$15,000, insured.

Alex Fellmann's grain store and residence at San Antonio, Texas, were destroyed by fire June 23 at 1 o'clock a. m. The fire originated in the dwelling house. Mrs. Fellmann was awakened and rushed out, narrowly escaping. Mr. Fellmann was absent on a fishing trip. The loss is about \$500; partially insured.

A five-story brick building at 529 to 535 East Seventy-fifth Street, New York, owned and occupied by the Farmers' Feed Company, was totally destroyed by fire at 7 o'clock p. m., July 1. Superintendent Fred Walters estimated the loss at \$300,000, with insurance for half that amount. The company had just lost a lighter by fire at the terrible disaster in Hoboken alongside the North German Lloyd Company's pier.

V. Lindsey & Son's elevator at Empire, Ill., was destroyed by fire Sunday afternoon, June 17. It is supposed that sparks from a passing freight train on the Big Four caused the blaze. The building was erected about four years ago and had a capacity of 15,000 bushels. There were about 400 bushels of corn in the elevator at the time of the fire. The loss was covered by insurance. Messrs. Lindsey & Son are undecided as to rebuilding.

John Glazer was smothered in a bin of wheat at Gowanda, N. Y., June 25. A large load of wheat was being unloaded into the bin through a chute, and young Glazer was sent into the bin to shovel the grain away from the end. It is supposed that his own weight and the suction of an elevator which carries the grain from the bin in the cellar to the upper part of the building caused him to sink into the wheat. He was found dead with his hands protruding above the grain.

The Union Elevator at Belleville, Ont., occupied by F. F. Cole under lease from the Dominion Bank, was destroyed by fire June 29, with about 10,000 bushels of grain. Thomas Stewart's coal yard, office and storage shed adjoining, in which were 130 tons of hay and 300 bushels of corn, were also destroyed. The elevator was valued at about \$10,000 and the contents at \$6,000. Insured. Mr. Stewart's loss on office and shed, with contents, was \$3,500, which is covered by insurance.

Bready, Love & Tryon's and Deyell & Company's elevators at Killarney, Manitoba, were destroyed by fire June 16. The fire started in the cupola from a hot box. The elevators were running at the time, and the flames were quickly communicated to all parts of the building. The Bready elevator, with 10,000 bushels of grain, was first to go. A strong wind was blowing and scattered the embers far and wide. Deyell & Company's elevator was soon in flames and in an hour was totally destroyed, with about 5,000 bushels of grain.

William J. Ziegler, engineer at the Republic Elevator, Minneapolis, was instantly killed by electricity while working in the elevator June 25. A thunder storm passed over the city shortly after noon, and the iron work about the engine room became charged with electricity. This caused trouble and Engineer Ziegler climbed to the cupola, where an induction coil was located, to remedy the difficulty. When he failed to return, the other employees made search. He was found hanging over a pipe, his hand grasping a wire of the induction coil, and the flesh burned to the bone. He had evidently caught hold of the wire and received a

fatal shock. Deceased was 38 years of age, and leaves a wife and two children.

The elevator of the Semler Milling Company at Hamilton, Ohio, was burned June 16. This was a 100,000-bushel house built of brick and metal, and contained a large quantity of flour, bran, etc., in addition to about 30,000 bushels of grain. The fire is supposed to have originated in a hot box. The loss was \$30,000; insurance, \$20,000. The Semler Company will rebuild at once.

A corn crib at Millard, Neb., containing about 6,000 bushels of corn, was destroyed by fire June 26. It was the property of the Omaha Elevator Co. They had made preparations to empty the crib in order to find the exact amount they were short through the embezzlement of a former employee. The fire was discovered at 1 o'clock a. m., and is supposed to have been of incendiary origin.

The Union Elevator, located on the west river bottoms at Kansas City, Mo., near the Union depot, was destroyed by fire on the afternoon of June 17. The loss was total. The building was valued at \$70,000 and contents, consisting of wheat in store, \$30,000, all of which was destroyed. J. K. Davidson, the principal owner, says the loss was covered by insurance. The cause of the fire is not known.

NEW GRAIN RULES AT CHICAGO.

The Chicago railroads on July 2 put into effect a new rule relative to the settlement of freight charges, as follows:

Grain arriving at Chicago district stopover points, consigned direct or subsequently ordered to public or private elevators or warehouses, will be subject to full local rates of the western or southern road based on Board of Trade weights, charges to be paid by consignee to said road within ten days, inclusive of Sundays or holidays, after such delivery is made; provided said weights are furnished within the said ten days, otherwise the maximum weight as per capacity of car will be used. If charges are not paid by consignee as required herein, order for reconsigning grain for account of party at fault will be refused until such payment is made.

Heretofore consignees have been given all the time they desired and grain might be in the elevators for weeks, or even months, before being forwarded to its destination. Thus the roads have been compelled to wait for their money, while the question of liability for failure to deliver has been complicated by the delay.

In order to carry the rule into effect, the roads have established a branch office of the joint rate inspection bureau; and it shall be part of the duty of the chief inspector to keep track of the movement of grain as provided by the following rule:

When grain is removed from public or private warehouse or elevator original freight bills of equivalent tonnage shall be canceled by the chief inspector or his representatives, it being understood that the inspection bureau for the purpose of cancellation will select original freight bills carrying the earliest date. Any excess of weight shown by inbound freight bills over the weight re-shipped from public or private elevators or warehouses may stand credited and be applied against subsequent shipments.

The National Starch Company will operate twelve factories and consume about 45,000 bushels of corn daily.

A large tract of corn land along the Wabash River in Indiana was inundated June 27 by the breaking of the gates in the levee six miles north of Clinton.

Speaking of Boston's increase of grain commerce in recent years, the New York Produce Exchange committee of investigation contrasts the elevator system in vogue there and in Brooklyn and New York, substantially as follows: "In Boston grain is stored free for twenty days and sometimes longer; in Brooklyn this would mean half a cent a bushel for that time. In Boston the railroads insure the grain in store; in Brooklyn the merchant has to pay the insurance. Then the facilities are incomparably better at Boston. Take the Fitchburg elevator, for instance. There twenty cars, or 20,000 bushels, of grain are run under as many legs. They are unloaded direct into the steamer's hold in twenty minutes. The empties are hauled out and their places taken by twenty full cars, and the process repeated until the vessel is loaded. The same method obtains at Montreal, New Orleans, Baltimore, Norfolk, Newport News, Philadelphia and Galveston. In Brooklyn the grain must first be transferred from the railroad cars to a canal boat, then it must be towed to a Brooklyn elevator, where it is transferred again to the hold of the ship. This is an embargo on the trade of the port, and the results are seen in the almost complete disappearance of entire cargo, or tramp steamships, from the Brooklyn elevators."

CROP REPORTS

In Minnesota and North Dakota the condition of oats, barley, rye and hay is reported the lowest on record.

Manitoba has 1,800,000 acres under wheat, and it is said that fully 1,000,000 acres will not be cut. The farmers of Manitoba will be content if they get sufficient wheat for seed and feed.

H. Work & Co. of Ellsworth, Kan., write that harvesting is completed and that thrashing has begun, and that both the quality and quantity of the wheat excels anything ever before raised in that section.

The Iowa crop bulletin for the week ending July 9 showed the average condition of crops in that state July 1 as follows: Corn, 104 per cent; spring wheat, 91; oats, 92; rye, 89; barley, 94; hay, 73; flax, 92.

Farmers in Western New York are complaining bitterly of crop damage through prolonged drought. Hay seems to have suffered most of all; wheat and oats make a better showing, and corn in some sections will do fairly well.

Hessian fly and drought have made sad work of Michigan wheatfields, so that the estimate on the crop this year is far below that of last year—ranging according to authorities at from 50 to 75 per cent of last year's yield.

An estimate on the oat crop of the United States by the Orange Judd Farmer places the present prospect at 875,000,000 bushels, subject to possible damage between this time and harvest. Their reports show exactly the same condition of oats as at this time last year.

Winter wheat has been harvested in Nebraska, and both yield and quality are good. The oat crop has been shortened by dry weather. The same is true of spring wheat. Corn has grown well and will be a large crop. In the south and southwestern counties there has been a lack of rain.

Minnesota fields have not been so badly damaged by drought as those of North Dakota. Even in Northern Minnesota, where the situation was the worst in the state, the late rains have improved wheat prospects to such an extent that a yield of from five to twelve bushels per acre is expected. Corn, flax and rye show an improved prospect.

F. D. Coburn, Kansas' popular secretary of agriculture, estimates the wheat crop of that state for this year on a basis of 4,400,000 acres at 20 bushels to the acre, with a total of 88,000,000 bushels. In 1899 there was a larger acreage but a very much smaller yield, 4,988,952 acres producing 43,687,013 bushels. Many fields this year average from 24 to 39 bushels to the acre.

The total corn acreage of the United States is placed at 86,294,000 acres by B. W. Snow, statistician of the Orange Judd Farmer. The condition July 1 is rated at 92.4, against 86.5 last year and 88.7 in 1897. The acreage shows an increase over that of 1899, which was 83,677,000, and the improved condition would seem to indicate an especially large crop of good quality.

With the exception of some damage to the wheat crop of Illinois by Hessian fly and heavy rains in the central and southern portions of the state, the harvest has turned out better, both in quantity and quality, than was expected. The report of the Weather Bureau for the Illinois section shows that there will be a large crop of oats and corn, and that the yield of hay has been fairly good.

North Dakota and Northern Minnesota are still suffering from the effects of drought, and the latest reports from these states are not encouraging. North Dakota certainly will not harvest more than half the wheat crop of last year, or about 30,000,000 bushels. The estimate for Minnesota is for a crop of from 50,000,000 to 88,000,000 bushels, the normal crop being 100,000,000 bushels. In South Dakota the yield will be from half to an average crop, some sections promising less than half and others about an average. On the whole the wheat crop of the Northwest is certain to be very small. Prime's estimate for North and South Dakota is 20,000,000 bushels.

Corn is reported in good to excellent condition in Nebraska by 290 out of 317 correspondents of the Corn Belt. They say it is "earlier and more forward." Reports from Northern Kansas state that the stand of corn in nine counties is good. Illinois corn was never better. Grain buyers who have traveled extensively through the central and southern portions of Illinois say that the prospect is good for one of the largest and finest crops of corn ever raised in that state. An equally good prospect is reported from Iowa. Indiana corn is in good condition, and even in Missouri and Kansas, where the damage is reported, the yield will be generous, owing to large acreage. The reports of

corn damage come largely through Statistician Snow, who has been traveling through Kansas. He finds a general burning up of the corn through drought, and fears the loss of half the crop over one-third the acreage of the state.

The wheat acreage of Oklahoma Territory is estimated at 1,000,000 acres, and the yield this year at 25,000,000 bushels. Kay County alone has 300,000 acres in wheat and a yield of 6,600,000 bushels. Noble County has 200,000 acreage and 3,600,000 bushels. A single wheatfield in the southern part of Kay County contains 8,000 acres and yielded this year 200,000 bushels. Yields of from 25 to 33 bushels per acre are common.

The official report of the Ohio Department of Agriculture July 1 gives the condition of wheat as compared with an average as 25 per cent. This is a decline of 4 per cent from June 1. The crop will not exceed 12,000,000 bushels, while Ohio has produced in past years 50,000,000 bushels. The corn area this year is probably the largest in the history of the state, being estimated at 3,051,733 acres, and the prospect for a large crop is excellent. The hay crop in Ohio is light. Rye and barley are in good condition.

The Panhandle of Texas has harvested the largest crop of wheat in its history. For 62 miles along the Fort Worth and Denver City Railroad it is estimated that 3,000,000 to 3,500,000 bushels of wheat have been raised. The wheat thrashes out from 18 to 35 bushels to the acre, with an average of about 20 bushels. It averages in weight from 60 to 62 pounds to the bushel. Estimates of the entire wheat yield of the state run up to 20,000,000 bushels. It is expected that thrashing will be finished by the first of September.

Reports from the Pacific Coast indicate that that section will have one of the largest, if not the largest crop of wheat in its history. State Grain Inspector George H. Wright of Washington, after a trip through the Palouse country in the eastern part of the state, said that his former prediction of 30,000,000 bushels for Washington will be more than realized. Portions of Oregon also will have an equally satisfactory crop, Umatilla County alone promising to harvest 5,000,000 bushels. Corn is doing well. In California there will be a good average crop of barley. In Oregon there has been an immense crop of hay.

The Government crop report issued July 10 shows heavy rains in the Northwest during the week ending July 7. In the Rocky Mountain regions and in portions of Missouri, Kansas and Texas, in Florida and on the Atlantic Coast north of the Carolinas the growing crops have suffered from lack of moisture. The wheat prospects in Minnesota and South Dakota have been improved by rains, but in North Dakota most of the wheat crop seems destined to be an entire failure, while some sections promise a partial crop. Corn generally was reported in fine condition except in portions of Missouri, Nebraska, Kansas, Oklahoma and Texas, where it has suffered for rain. The Government crop report for June estimated the yield of spring wheat this year at 486,862,399 bushels, which would be the smallest yield since 1896, 200,000,000 bushels less than 1898, and 60,000,000 bushels less than 1899. The estimate of the winter wheat yield is 322,027,391 bushels. Farm reserves were estimated at 51,000,000 bushels, compared with 64,000,000 bushels a year ago. The visible supply is less than 45,000,000 bushels, and the total stocks visible and invisible and the new crop will amount to about 580,000,000 bushels. The Government's estimate of the corn crop is 2,147,362,138 bushels; last year's crop was 2,078,143,933 bushels.



FOREIGNERS APPEAR TO HAVE PLENTY TO EAT FOR THE PRESENT.

Foreigners don't seem to be worrying much over the reports that our spring wheat crop has been seriously damaged, and don't seem to notice your Uncle Sam with his tray of wheat and flour. Will our crop conditions be such as to cause foreigners to come in and take liberal quantities of our wheat in the near future, or will said crop conditions be such as to cause higher prices, even though foreigners take but little wheat? Time will tell.—Zahn's Circular.

COMMISSION

Davidson, McRae & Co. of Duluth, Minn., are said to be retiring from the grain business.

The Era Grain Company has been incorporated at St. Paul, Minn., with a capital stock of \$50,000.

J. D. O'Brien is now a partner in the grain and stock commission firm of Watson & Co., Minneapolis.

Robert Lindblom, formerly of the Chicago Board of Trade, has filed a voluntary petition in bankruptcy.

E. F. Leland, of Ware & Leland, Chicago, returned the last of June from a two months' trip to Europe.

Llewellyn A. Cobb, of the firm of L. A. Cobb & Co., grain commission merchants at Minneapolis, is reported as filing a voluntary petition in bankruptcy.

The Logan Grain Company has been incorporated at Kansas City, Mo., with capital stock of \$5,000, held by Allen Logan, R. W. Hocker and S. C. Woodson.

Thomas Leishear & Co., grain merchants of Baltimore, Md., have admitted to partnership William Rodgers, who has been associated in the business for eight years.

The W. R. Mumford Co. received the first car of new No. 2 Red Winter Wheat received on the Chicago market, on July 10. It came from St. David, Ill., and sold for 82 cents.

Jos. P. Griffin, manager of the grain department of the Glucose Sugar Refining Company of Chicago, left Chicago the middle of July for a trip through the corn belt, including the states of Illinois, Iowa, Missouri, Kansas and Nebraska.

Leach & Connelly, grain brokers of Sioux City, Iowa, have suspended, with liabilities of about \$6,000 and assets of about 50 per cent of that amount. Recent wide fluctuations in the wheat market forced them to the wall.

The Hancock-Golman Company has been incorporated at Chicago with capital stock of \$5,000, made up of Mr. Hancock of Philadelphia and Henry Golman of Chicago. This will be the style of the concern handling the Hancock business in the West hereafter.

James Doran & Co., grain and stock brokers, of St. Paul, Minn., have failed for about \$300,000. They were caught short on wheat to that amount in the late rise. They anticipated a rise in wheat from the 60's, but thought a reaction would set in at 78 cents. The reaction came, but too late.

Edward G. Heenan, head of the receiving department of Ware & Leland, Chicago, speaking about his vacation, says it will commence at the close of 'Change on the day at which corn sells for 50 cents a bushel on the Chicago market and will last until the opening of the Board on the following morning.

The Roe-Caswell Grain Company of Detroit, Mich., have retired from business. The firm had been in business for about a year, and was composed of J. B. Roe and his son-in-law, Herbert F. Caswell. It is understood that they have met with some losses, but that they have paid all liabilities in full.

Arthur R. Jones & Co. of the Chicago Board of Trade have opened offices in the First National Bank building at Waterloo, Ia., where they will conduct a commission business in grain, stocks and provisions. F. F. Hall is in charge of the Waterloo office. The firm is also opening an office in Sioux City, Ia., with Isaac Tucker in charge.

The F. R. Morris Grain Company has been organized at Milwaukee, Wis., with F. R. Morris, formerly a member of the late Paine Bros. Company and afterward with Armour & Co., at the head. O. Z. Bartlett also is interested. The new company has leased the Northwestern Marine Elevator of C. Manegold Jr. & Co. on South Water Street, Milwaukee, consisting of two buildings with a combined capacity of 350,000 bushels.

Charles Edman & Co., grain and stock brokers of Charleston, Ill., closed their doors June 28. The Charleston State Bank took judgment against them for about \$8,000. The firm was conducting a general grain and stock brokerage business and was advancing heavy margins on wheat. The decline in values wiped out their capital. They were correspondents of the Odell Commission Co. of Cincinnati, and had been in business in Charleston about a year.

In a recent arbitration case by the Cincinnati Chamber of Commerce, the committee held that claims for shortage cannot be allowed against the seller on unofficial weights.



A fair hay crop is now being harvested in Southern Indiana.

Cumberland County, N. J., reports about half the usual hay crop.

The hay crop in Washington will be a full average in all sections.

The Texas hay crop will be the largest ever grown in that state.

The hay crop in Scotland will be good, but that of England will be short.

The salt hay crop in Atlantic County, N. J., will be the largest known for years.

W. E. Rickey is reported as having discontinued his hay business at Carlisle, Ark.

Montana reports prospects good for a large crop of wild hay and two heavy crops of alfalfa.

H. Grant Bole, a hay dealer of Des Moines, Ia., has filed a voluntary petition in bankruptcy.

The West Virginia hay crop has been damaged by prolonged drought. It will fall considerably below the average.

The hay crop on Long Island, N. Y., which is an important product in that section, will be unusually large, and the quality is excellent.

A hay ranch, consisting of 1,000 acres of land near Rugby, N. D., has been sold to a Mr. Ellerton. The prospect for a large crop in this section is excellent.

The Pana Hay and Compressing Company has been organized at Pana, Ill., with a capital stock of \$50,000. The company is erecting new buildings on a very extensive scale.

The hay crop will be light this year over a good portion of Central Illinois. According to recent report the fields are very thin. In other parts of the state the hay crop will be fair.

The Canadian hay crop promises to be fair. In Quebec a fair average crop is expected. Reports from Ontario indicate only a fair yield in many localities, while in others a good average is promised.

Ohio hay and straw balers are anticipating a scarcity of both those commodities this year, and in some instances they have removed their baling plants to other states, where hay and wheat are plentiful.

The Columbia Hay Press and Manufacturing Company has been chartered at Columbia, Tenn., with capital stock of \$5,000, by A. F. Brown, W. J. Oakes, H. W. Thomas and others. They will manufacture hay presses, etc.

Reports from Minnesota, Wisconsin, Northern Iowa, Dakota, and the Northern Peninsula of Michigan indicate a shortage in the hay crop, due to drought. Predictions are made that hay will sell as high as \$25 a ton before spring.

George Althauser's hay warehouse at Alvarado, Cal., was destroyed by fire June 9. The building was 40x200 feet in size and valued at \$3,000. It contained 4,000 bales of straw worth about \$1,000. Both warehouse and contents were insured.

A large crop of hay is reported from the Westbourne District in Central Manitoba this season, though in other parts of the province the drought has caused total or partial failure. Extensive hay shipments from this district will be made this year.

Between 12,000 and 15,000 tons of hay were grown last year on the low lands around Ladner's Landing, B. C. These lands are the wash of the Fraser River and are very rich. An equally large hay crop, mostly timothy, will be grown there this year.

City Councilman McLaren of Columbus, O., has proposed the establishment of a hay market at the west end of Rich Street, in that city. Other members of the council have proposed to add the sale of grain. Dealers will be required to pay 10 cents a load for the privilege of using the market.

The initial outing of the San Francisco Hay Association was held June 28. About 400 members and guests took steamer on the bay and visited all the points of interest. The outing was in charge of Edward Aigeltinger and Herman Stint, under the able direction of President W. W. Miller and

Directors F. A. Summer, J. Magner and H. E. Ellis, and was so successful that a reunion and outing will be held every year.

A correspondent of the New York Mail and Express, who has traveled through Maine and New Hampshire lately, says that the hay crop in both states was looking especially thin and short. In many places the hay would not pay to cut, and many farmers expected to buy hay or sell their stock. The unfavorable condition was due to lack of rain.

A. M. Liggett, director of the Minnesota Agricultural Experiment Station, has issued a circular advising the farmers of that state to plant corn for fodder, to repair the shortage of the hay crop, which seems to be general throughout Minnesota. He estimates that the hay crop has been cut in two, and says that fodder corn may be planted as late as July 1 with good results, each acre so planted being sufficient to winter five head of cattle.

An important conference was held June 16 at Cincinnati, between the officers of the National Hay Association and members of the local committee on entertainment from Baltimore, for the coming convention. Details of cooperation between the officers and the local committee were arranged. There were present: President J. W. Sale of Bluffton, Ind.; Secretary F. F. Collins; J. W. Ellis of Cincinnati, and from Baltimore, Charles England and William Hopps.

A live coal falling from the firebox of a locomotive on the elevated railway in New York City set fire to a load of hay passing underneath. There were 40 bales of hay piled on a double truck. The driver cut the binding poles and let the hay roll into the street. The blazing hay threatened to set fire to houses on both sides of the street. It was extinguished by the fire department with no little difficulty. The hay belonged to John E. Connolly of New York, who estimates his loss at \$75.

Wells Drury of San Francisco has written a letter to the secretary of war at Washington in which he states that a contract has been let by the Quartermaster Department for furnishing to the government hay equal to No. 1 standard for one year from July 1, 1900, at \$18.80 per ton; and that the firm to whom this contract was awarded offered to furnish the Board of Prison Directors at San Quentin the same quality of hay for the same period at \$8.90 per ton, but their bid, not being the lowest, was rejected.

The Board of Supervisors of San Francisco, Cal., have rejected the lowest bids received June 25 for furnishing hay to the public institutions of that city, and will readvertise. The prices offered by the lowest bidder for the year's supply were as follows: No. 1 wheat hay, per cwt., 66 cents; No. 1 rolled barley, per cwt., \$1.13; coarse choice bran, per cwt., 90 cents; straw, per bale, 75 cents. These prices were for the Receiving Hospital. For the City and County Hospital the bids were as follows: Hay, oat and wheat, best in the market, rope-bound bales, per ton, \$13.20; tule hay, best in the market, per bale, \$1.50.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending June 16 sales of Choice Timothy ranged at \$11.75@12.50; No. 1, \$10.50@11.50; No. 2, \$9.50@10.50; No. 3, \$7@9.50; Clover Hay, \$9; not graded, \$6@10; Choice Prairie, \$9@10.25; No. 1, \$7@9; No. 2, \$6.25@8; No. 3, \$6.50; No. 4, \$5@5.50. Rye Straw sold at \$8.50@9.25; Wheat Straw at \$5.50; and Oat Straw at \$5.50. The receipts for the week were 3,233 tons, against 3,433 tons for the previous week. Shipments for the week were 119 tons, against 75 tons for the previous week. The market for both timothy and prairie hay was dull and dragging throughout the week. Strictly choice grades were in light request, and ruled steady. The bulk of the offerings, however, consisted of poor and medium grades, and it was difficult to dispose of such lots.

During the week ending June 23 sales of Choice Timothy ranged at \$11.50@12; No. 1, \$10@11.50; No. 2, \$9.50@10; Not Graded, \$6.50@10.50; Clover Mixed, \$7.50; Choice Prairie, \$8.50@10—outside for new Kansas; No. 1, \$8@9.50; No. 4, \$5. Rye Straw sold at \$9.50@10, and Oat Straw at \$5. The receipts for the week were 3,556 tons, against 3,233 tons for the previous week. Shipments for the week were 32 tons, against 119 tons for the previous week. The market for both timothy and prairie hay was dull and depressed during the week. The offerings were large and demand light from all sources. New Kansas commenced to arrive but the receipts were small.

During the week ending June 30 sales of Choice Timothy ranged at \$11.50@12.25; No. 1, \$10@11.50; No. 2, \$9.50@10; Not Graded, \$6.50@10.50; Clover Mixed, \$7.50; Choice Prairie, \$8.50@10—outside for

new Kansas; No. 1, \$8@9.50; No. 4, \$5. Rye Straw sold at \$9.50@10 and Oat Straw at \$5. The receipts for the week were 2,219 tons, against 3,556 tons for the previous week. Shipments for the week were 92 tons, against 32 tons for the previous week. There was a little better tone to the situation, although the market ruled dull and inactive the opening days, but improved somewhat the last of the week. Offerings were less liberal and first arrivals showed considerable decrease. A few ears of new Kansas arrived. Reports from the interior indicated that the new crop would be short, but a large quantity was carried over from last year. During the week ending July 7 sales of Choice Timothy ranged from \$11.50 to \$13.00; No. 1 from \$10.50 to \$12.00; No. 2 from \$9.00 to \$10.50; No. 3 from \$7.00 to \$9.00; Choice Prairie from \$9.00 to \$10.50; No. 1 from \$7.50 to \$8.50; No. 2 from \$6.00 to \$7.00; No. 3 from \$5.50 to \$6.00; No. 4, \$5.00 to \$5.50. Receipts for the week 1,658 tons; shipments, 33 tons. Rye straw \$9.00 to \$10.00; wheat straw, \$5.00 to \$6.00; oat straw, \$4.50 to \$6.50.

The Exchanges

S. T. Beveridge has been re-elected for another term as president of the Richmond Grain & Cotton Exchange, Richmond, Va.

The Baltimore Chamber of Commerce contemplates changing its by-laws so as to permit non-residents to become members.

The directors of the Board of Trade of Louisville, Ky., have elected Maurice L. Satterwhite as chief grain inspector for the ensuing year.

As a result of increased business, memberships in the Minneapolis Chamber of Commerce have recently sold up to \$510, an advance of over \$100.

Adolph Ruth, connected with the McLain Bros. concern, has also been expelled from membership in the Chicago Board of Trade by a unanimous vote of the directors.

The Milwaukee Chamber of Commerce has amended its rule regarding carloads to read: "40,000 pounds shall constitute a carload of wheat, corn, rye and barley."

The Merchants' Exchange of Charleston, S. C., has elected Thos. H. Haselhurst of Savannah as grain inspector. The Exchange will give an anniversary banquet on July 21.

On June 28, after a three weeks' trial for bucket-shopping, the directors of the Chicago Board of Trade voted unanimously to expel Charles R. and Albert O. McLain from membership in the Board.

The Indianapolis Board of Trade has declared a dividend of 40 cents on each share of stock, payable at once. The dividend will amount to \$3,500. This comes out of the \$4,070.84 balance on hand at the time of the last report. The Board has appointed James R. Ryan and W. H. Cooper as delegates to the National Hay Association convention.

The board of directors of the Minneapolis Chamber of Commerce has voted to suspend the members of the firm of Gregory, Jennison & Co., managers of the Midway Elevator Company, indefinitely, and to expel F. A. Bean, president of the New Prague, Minn., Milling Company. Their offense, it is said, consisted in manipulating the milling-in-transit rates granted by the Minneapolis & St. Louis railway in such a manner as to obtain an unfair advantage.

The directors of the Chicago Board of Trade have incorporated in the provisions making grain elevators "regular" the following: "The proprietors or managers of such warehouses shall accord every facility to any duly authorized committee for the examination of their books and records, for the purpose of ascertaining the stock of all kinds of grain or flaxseed which may be on hand at any time. Such examination and verification shall be made at least four times each year by the warehouse committee, or any other duly authorized committee, to be appointed by the president, which committee shall have authority to employ experts to determine the quantity of grain in the elevators and to compare the records and books of the said regular warehouses with the records of the state grain warehouse registrar."

Heavy rains in Kentucky at harvest time inspired King & Co. of Toledo to rise and remark: "Kentucky is naturally a 'wet' state. It has been too wet there recently for the wheat crop and 'Gov.' Taylor. Massachusetts is noted for its boots and shoes while Kentucky is noted for its shoots and booze." Kentucky and Tennessee expected 25,000,000 bushels against 16,000,000 a year ago. Our friends there write that recent rains have delayed thrashing and hurt the quality."

Items from Abroad

The Russian harvest promises to be large this year, the Odessa district particularly having been favored with copious rains.

The Egyptian wheat crop of 1898-99 was all consumed at home, none being exported. The corn crop is barely sufficient for home demands.

An Englishman returning from India says the adulteration of export wheat by the native traders in that country is deliberate, and that the shipment of dirt can only be stopped by strict adherence to standards of purity.

Cables from Kieff, Russia, report that in the northern governments of that district the winter sowing has sustained great loss from excessive rains, while in Southern Kieff and Podolia and Valhynia the crops are in danger from drouth.

The Siberian railway in 1898 carried nearly 15,000,000 bushels of grain. The annual surplus of wheat is now estimated at 20,000,000 bushels, but until freight rates are very largely reduced it can hardly affect prices in Western Europe unless they should be abnormally high.

Bussorah, the commercial city of the Mesopotamian valley, exported barley and duriseseed to Great Britain, India, etc., to the amount of about \$1,275,000 in 1899, or four times as much as in 1898. The wheat exports were small, but only because transportation facilities failed, except to India.

The export of Australian wheat for the first quarter of 1900 was 1,726,831 bushels, against 1,736,463 bushels for same period of 1899. Of the 1900 shipments only 1,081,031 bushels went to Great Britain and none to Belgium, Germany or Egypt; the balance went to Cape Colony, Delagea Bay, Natal and St. Helena.

Extracts from the final report on crops of the Northwestern Provinces and Oudh, India, dated May 15, estimate the 1900 wheat yield on 4,800,709 acres at an average of 15.13 bushels per acre. This is the best yield per acre on record. It would give a total yield of about 73,320,000 bushels. The cost of making the crop, however, was nearly 50 per cent greater than a year ago.

The most important crop of North China is wheat, which ripens about the end of June. It is harvested by pulling up the plant by the roots or by cutting with a sickle close to the ground. The grain is thrashed by running a stone roller over it on a floor, while the winnowing is done by throwing the grain in the wind. Wheat flour is not, however, eaten by the common people except on feast days.

In the debate on the wheat duty question in the French Chamber of Deputies on June 8, the minister of agriculture opposed the rebate scheme, saying it was a wrong to the farmers. He contended that the present duty of 50 cents (about) per bushel was sufficient to keep foreign wheat and flour out of France, while the short crop this year would enable French farmers to sell all their old wheat at good prices.

The emporium of the world at the present time is North America, and it has gained 26 per cent of Great Britain's total wheat and flour imports during the last 10 years. The general tendency in other respects has been a falling off of imports from foreign countries, and an increase of imports from the English colonies. Russia has lost 17 per cent, Argentina 9, and other countries 7; while Canada has gained 6 per cent. India shows a slightly retrograde movement. North America now contributes 70 per cent of English breadstuffs, 60 of this coming from the United States, says the Miller of London, quoting the secretary of the Whitehall Branch of the Board of Agriculture.

Speaking of Argentine wheat, the Mark Lane Express says: "An inspection of a great number of Argentine samples during the past two seasons has convinced us that if only the grain came to the mill as clean and carefully thrashed as English, it would compete in the most formidable manner. The range of climate from that of Italy to that of our own eastern counties is great, and allows of the cultivation of a good choice of medium sorts of wheat. The northern samples are ricey, but the middle provinces produce a sample which mills admirably, and is of very fair color and strength. In the south a soft type of good color wheat can be grown to compete with our own northern white wheat and with California. La Plata being in the Southern Hemisphere, the term northern implies the hotter provinces, and southern the cooler regions between Buenos Aires and the North of Patagonia."

English millers are still carrying on their fight for a change in the Russian wheat contract form. Disputes about dirt in the delivery are now so common as to be almost the rule, and millers contend that the grain has become so unreliable that only an analysis can determine the proportion of good grain offered on a contract. They insist that no expert can tell offhand by mere inspection how

much impurity is in a lot of wheat, and they ask, therefore, that the London Corn Trade Association shall authorize an analysis of the grain by the arbitrators of all disputes in the future. The analysis they ask shall be the weighing of 1,000 grains of each sample and hand picking out all the impurities and useless grains and taking the percentage of the same, and then ascertaining the natural weight per bushel; these two factors eliminated, the value of the grain could be easily obtained. The Corn Trade Association, however, has refused to modify the contract form in the direction indicated.

OBITUARY

August A. Swanson, a wheat buyer, employed by the Brooks Elevator Company at Rice, Minn., was instantly killed by lightning June 9. He was a single man 23 years of age.

John McDonald, a wealthy grain dealer of Frankfort, Ill., is dead at the age of 77. He had been a resident of Will County for fifty years, and was prominent in Masonic circles.

H. S. Nichols, a well-known grain buyer and merchant of Sadorus, Ill., died July 1 after a year's illness. He was 67 years of age and had resided in Sadorus since 1857. He leaves a wife and three children.

John C. Gosch, a grain buyer of Norwich, Kan., died at the Wichita Hospital, June 29, after a short illness. He was 61 years old and had resided in Kansas for many years. He leaves a wife and one daughter.

Capt. F. N. La Salle died at Duluth, Minn., July 6, after a lingering illness. He was senior member of the firm of La Salle & Co., vessel brokers, and was one of the oldest members of the Duluth Board of Trade.

Milton B. Coey, a prominent grain dealer, merchant and banker of Rockford, Wash., died recently of paralysis. He was at the head of the Coey Mercantile Company of Rockford and Fairfield, Wash., and a member of the Coey Banking Company.

Wilkins Seacord died in Galesburg, Ill., July 3, aged 66 years. He was a native of New York state and settled in Galesburg in 1855. He soon afterward engaged in the grain business at Oneida, and was very successful in that and other enterprises.

Giles R. Goss died at Rockford, Ill., June 15, aged 80 years. Mr. Goss was born in New York state, and settled in Illinois in 1856. He erected the first grain elevator at Florence, Ill. In 1866 he removed to Rockford, and for twelve years conducted an elevator at Winnebago, Ill. Deceased leaves a wife and one daughter.

D. R. Blood of Boston, Ga., a grain dealer, was drowned while bathing in the surf at Old Orchard Beach, Maine, June 28. It is not known whether he was seized with cramps or stricken with apoplexy. He was about 53 years of age, and well known in the grain and provision business in Georgia, and had been a regular visitor to the Maine resort for many years. He leaves a widow and one son.

John P. Smith died of pneumonia June 14, at his residence in St. Louis, Mo. He was one of the best known grain men in St. Louis, and was the first secretary of the first elevator—the St. Louis—erected in that city. He was a member of the Merchants' Exchange of St. Louis for over thirty years. Born in Michigan, in 1837, he removed with his parents to Vermont, where as a boy he received his education. In 1856 he settled in St. Louis. He was for several years a member of the Board of Grain Inspectors, and afterward was connected with the firm of Seth W. Cobb & Co.

John Russell Bensley died at his residence in Chicago July 5, aged 67 years. Deceased was born in Springfield, N. Y., and removed to Illinois in 1857, establishing the firm of Bensley Brothers at Chicago in the following year. He continued in business for over thirty years and was a prominent member of the Chicago Board of Trade for more than a quarter of a century, having occupied nearly every important office within the gift of the Board. As receiver of the defunct firm of McGeoch, Everingham & Co. he made an exceptional record, disbursing \$4,500,000 of secured debts and 60 per cent of unsecured. He was also prominent in social and political circles, having been president of the town of Hyde Park and a member of the Chicago Board of Education. He leaves a widow and two children, a son and daughter.

Cash flaxseed on the Duluth market dropped July 7 from \$1.80 to \$1.36 bid, with none for sale. It was a brokers' market.

FLAXSEED

Arrivals of flaxseed from Kansas, Missouri and Oklahoma in the Chicago market should be due in a few days.

Recent reports of heavy rains in the flax region of North Dakota indicate that the flax crop has been greatly benefited. With favorable conditions from now on a bumper crop is almost certain.

G. S. Barnes, a well-known Dakota grain dealer, expresses the opinion that the flax crop of North Dakota and the high prices likely to prevail for flaxseed will prove the salvation of the farmers of that state. He estimates the flax and wheat crops as worth \$40,000,000.

Flax is about ready to harvest now in Kansas, Missouri and Oklahoma, and their production this year is estimated at fully 2,000,000 bushels, if not more. The Iowa, Southern Minnesota, South and North Dakota crops will come along later about in the order named and all bid fair to contribute largely to the supply.

The so-called tow mills of the interior Northwest pay \$2.50 a ton for flax straw, which has heretofore been wasted. Experiments have proved that this flax tow makes a fair quality of linen toweling, for which there is a great demand. It can also be used in paper making in place of wood pulp. This latter is practically a new industry.

Cut worms are reported doing much damage to the flax in the vicinity of Grand Forks, N. D. Fears are entertained lest the entire crop be destroyed or seriously damaged. The worms are described as being about one and a half inches in length, and moving about in batches of three and four, attacking the stalks of the flax and eating their way through.

Flaxseed opened Monday, June 25, on the Duluth market at \$1.50 for September and \$1.41 for October, and sold up rapidly to \$1.81 and \$1.67. At Chicago, September went to \$1.85, and October to \$1.80. Then came a quick decline of 12 to 15 cents. October settled down to \$1.50 at the close. The "fireworks" are explained as the result of a scare or panic by the shorts on the new crop, the weather reports being thought unfavorable.

L. H. Paige of Minneapolis, with two companies, covered the east half of North Dakota about July 1, and they report that 90 per cent of the flax was not over four inches high. Mr. Paige expresses the opinion that under the most favorable conditions the yield will not be over ten bushels to the acre, and that the present outlook does not promise an average yield of over five bushels per acre for the acreage seeded. He says that the crop in Minnesota on the way from Minneapolis to Fargo looks well.

An attempt is being made to establish a society for the improvement of the flax industry in Ulster County, Ireland. The decline in this important industry is mainly attributed to the defective seed used in that country, and one of the objects of the new society will be to secure for members seed of the best possible quality. It is said that formerly there were 138,000 people employed in the flax industry of Ireland, and now only 40,000, a loss of employment to 100,000 persons and their dependents. The farmer has lost his most remunerative crop, and the spinners have been obliged to import their supplies.

Close students of the flaxseed market are predicting the same high prices in 1900 as prevailed in 1899. The present crop prospects in this country are not as promising as they were earlier in the season. With a larger acreage than last year it is probable that the actual production will be below that of 1899. In Russia the high price of seed reduced the acreage below that expected. Yet the foreign demand continues good, and the demand in the United States was never greater. Add to this the fact that shipments since January 1, 1900, indicate a smaller amount of seed available from the old crop than existed at the end of the previous crop, and it would seem as though all signs point to a continuation of high prices for flaxseed.

Receipts of flaxseed at Duluth, Minneapolis and Chicago since 1887, calendar years:

	Duluth	Minneapolis	Chicago
1887	588	294,000	5,609,000
1888	1,200	474,000	4,403,000
1889	29,000	526,000	4,501,000
1890	101,000	699,000	6,643,000
1891	491,000	1,258,000	11,129,000
1892	714,000	1,145,000	9,474,000
1893	275,000	990,000	8,102,600
1894	691,000	541,000	5,103,000
1895	4,363,000	1,784,000	8,525,000
1896	5,986,000	1,500,000	10,300,000
1897	5,957,000	3,026,000	4,941,000
1898	6,822,000	2,901,000	5,768,000
1899	7,945,000	3,920,000	4,139,000

—Chicago Bulletin.

TRANSPORTATION

Grain shipments from Duluth opened up heavy June 29 and rates to Buffalo went up to 2½ cents.

The South Carolina Railroad Commission has established a milling in transit rate for wheat grown in that state.

Scarcity of cars for general freight traffic in Texas is now complained of, owing to the immense wheat shipments.

Work on the extension of the Choctaw, Oklahoma & Gulf Railway to Amarillo, a distance of 200 miles, will be begun at once.

On June 13, 2,500,000 bushels of grain, most all of it corn, was chartered for transport from Chicago to Buffalo at 2 cents a bushel.

The Guthrie & Western division of the Chicago, Rock Island & Pacific is completed from Guthrie to Kingfisher and will be extended to Watonga.

The Houston & Texas Central Railroad has secured 250 new box cars to meet the immense demand for transportation of the enormous wheat crop.

The Chicago, Indiana & Eastern Railroad will extend its present line from Mathews to Muncie, Ind., and thence on to the Cincinnati, Hamilton & Dayton at a point near Richmond.

Capitalists of Fort Wayne, Ind., are surveying a line between New Haven and Butler, Ind., 28 miles long, to take the place of the Eel River line. They will sell or lease it to the Wabash.

The Canada Atlantic Railway will probably send a portion of its grain shipments this season to New England ports, owing to the fact that there is a shortage of ocean vessels coming to Montreal.

The Chicago, Milwaukee & St. Paul's narrow gauge line between Preston and Reino, Minn., will be reconstructed to standard gauge. The grade will be widened, curves straightened and grades reduced.

Two gates of Lock No. 4 on the Welland Canal were carried away by the steamer Averell June 24, due, it is said, to an error of the locktender. Navigation was suspended while new gates were put in position.

The Fort Worth & Denver City Railway and the Missouri, Kansas & Texas have agreed upon a rate on oats from Texas points to Colorado common points of 25 cents per 100 pounds, effective June 30 to September 30.

The Texas & New Orleans, Houston & Texas Central, and Galveston, Houston & Northern railway companies have concurred in a modification of the tariff on grain products, seeds, hay, straw, etc., to 15 cents per 100 pounds from Texas points to Galveston.

The Missouri Pacific is said to have orders for 2,000 cars, and the Burlington and Union Pacific for 3,000 cars, for immediate use. Other western roads report a correspondingly large demand. These are indications of an early grain movement, as well as of an enormous harvest. It is said that every town in Nebraska wants, on an average, from fifteen to forty grain cars for immediate use.

Under a new rule, which goes into effect July 15, the western roads will collect within fifteen days full local rates on all grain temporarily stored at Chicago, and after the grain has been shipped to the original eastern destination the western roads will refund to the shippers the difference between the local rates to Chicago and the proportions of the regular through rates, when such rates should apply.

Rates on grain to Milwaukee have been reduced by the Chicago, Milwaukee & St. Paul Railway one-half to one cent per 100 pounds from stations along the line. This is the result of a movement by the Freight Bureau of the Milwaukee Chamber of Commerce. The new rates are: From Reeseville, 7½ cents; Elba, 8½ cents; Columbus, 9 cents, and Horicon Junction, 7 cents. A further reduction is asked on flaxseed, wheat and coarse grains from a large number of stations, to correspond with the reduced rates on other lines in the same territory to Minneapolis.

The Cotton Belt Route has issued a circular continuing in force to August 31, 1900, the rate of 15 cents per 100 pounds to Mississippi points on oats, which was declared by the Texas railroads some time ago. This concerns shipments from Texas points to Memphis and all Cotton Belt stations in Arkansas and Louisiana, except Shreveport and Bossier City. But the special rates on grain, grain products, hay and straw in carload lots from Texas points to Vicksburg, Monroe, West Monroe, New Orleans, Port Chalmette, Stuyvesant Docks, South Porte, Baton Rouge, Natchez and all points on and reached via the Bossier City and Vicksburg, Shreveport & Pacific railroads expired June 30, resulting in an advance of 5 to 7½ cents. The reduction of

the Cotton Belt to Mississippi River points was promptly met by the Missouri, Kansas & Texas and the Texas Pacific by an extension of the 15 cent rate to August 31.

Several of the Rockefeller boats have loaded grain at Chicago recently, instead of going to Duluth for iron ore. This movement was made quietly. On June 29 the Rockefeller steamer Watt cleared from Conneaut, Ohio, for Duluth, without cargo, but came to Chicago. The charter of the Watt for grain on the Chicago Board of Trade was suppressed, and until loading commenced it was not known that the steamer was on Lake Michigan. Previously two other boats of the same line, the Douglass Houghton and the Robert Fulton, took away a Chicago cargo in the same way, clearing from Lake Erie ports to Duluth, but coming instead to Chicago.

The present canal rates from Buffalo to New York are 2½ cents a bushel for wheat and 2 cents a bushel for corn. That includes elevating at Buffalo, the transferring of the grain from lake craft to the canalboat, canal insurance and all charges. The elevators at Buffalo give this canal grain ten days, or any part of ten days free storage. Shippers make arrangements with canalboat owners for free storage from three to five days in New York. Thus the rates of 2 cents for corn and 2½ cents for wheat deliver the grain alongside ship in New York. The rail rate from Buffalo to New York is ½ cent a bushel higher than the canal rate, or 2½ cents for corn and 2¾ cents for wheat. Rail shippers have 10 days' free storage in Buffalo and 20 days' free storage in New York elevators.

LITERATURE.

GAS ENGINE CONSTRUCTION.—This book is an exhaustive treatise on the gas engine, by Henry V. A. Parsell Jr. and Arthur J. Weed. The subject is treated from the standpoint of practice rather than that of theory. Although written primarily as a guide to the construction of the gas engine, the principles of its operation are clearly and simply described. Gas engine builders, however, will find it most valuable, since the art of construction is followed step by step with minutest detail in the text, which is illustrated by a large number of engravings, both line and halftone. The book has nearly 300 pages, is handsomely and finely bound in cloth and is fully indexed. The publishers, Norman W. Healey & Co., 132 Nassau Street, New York, will send it prepaid to any address on receipt of the price, \$2.50.

REVIEW.—The Railway and Engineering Review of Chicago performed a notable feat in its issue of June 16, 1900, when it presented its readers with a "Portrait Souvenir Edition," in honor of the Master Car Builders' and American Railway Master Mechanics' Associations. The particular journalistic feat worthy of notice was not merely the publication of a splendid halftone portrait of President McConnell, of the Master Mechanics' Association, nor the publication of portraits of past president of both associations, but in the publication of portraits of a large majority of the members of both associations. There were 380 portraits in all, arranged on ten plates. A full page had 42 portraits to the plate. It was an immense undertaking to collect the portraits, and the fact that so many were obtained, as well as their arrangement to obtain artistic plates, makes the edition a very remarkable one.

HORSELESS VEHICLES.—Norman W. Healey & Co., 132 Nassau Street, New York, have just published "Horseless Vehicles, Automobiles and Motor Cycles," a work which describes the mechanism and construction as well as the possibilities, both theoretical and practical, of road vehicles operated by steam, hydro-carbon, electricity, gasoline, compressed air, etc. The book is the only American work on the subject, and is peculiarly timely in view of the interest of amateurs, manufacturers, investors and promoters in the horseless vehicle. The book, in brief, is a complete exposition up to date of progress in the make up and management of automobile vehicles of all kinds, showing how wonderfully has been fulfilled in one direction the fourteenth century prophecy of that "philosopher in mechanics," Roger Bacon, who, predicting various mechanical wonders then still to come, said: "We will be able to propel carriages with incredible speed without the assistance of any animal." It is difficult to see how the subject could be more fully treated than it is in this work, for every historical, mechanical or constructional detail seems to be treated and amply illustrated by halftone and line engravings, while there is a complete list of all patents since 1856 and of all present manufacturers. There are 316 illustrations, 459 large Svo pages, all bound in cloth. The book will be sent postpaid by the publishers on receipt of the price, \$3.00.

Clover is ready to harvest and the crop will be large.

PRESS

COMMENT

KANSAS CITY MEN IN CLOVER.

The Kansas City grain men will certainly have a rarely prosperous year. The wheat receipts here in the next twelve months will probably exceed those of every other market in the country, and the rush from all directions to buy Kansas wheat will be unprecedented.—Kansas City Star.

DOLLAR WHEAT.

To put wheat to a dollar now and hold it there will probably require much greater damage to the home crop than is now indicated or a marked deterioration in the European crop from what is at present promised.—Springfield Republican.

There is every reason to believe that the price realized for this year's crop will be above the average, but only the most sanguine will look for dollar wheat.—Pittsburg Chronicle.

HOW IT FEELS TO BE SHY.

The man who had wheat three weeks ago and is still holding on to it is twenty-two cents a bushel richer now than he was then. Hindsight is not of much value in the grain market, but it does seem as if almost anybody might have known that wheat was bound to go up, and most of us are asking ourselves why, under the circumstances, we have permitted ourselves to be wheatless at such a time as this.—Rochester Union, June 25.

JUDGE TULEY AND THE BUCKET SHOP.

Fortunately, Judge Tuley went to the heart of the matter. He declared that the court would not compel the Board of Trade and the Western Union Telegraph Company to furnish this concern quotations, for the ample reason that it was using the quotations for an illegal purpose. Under this decision it will probably be possible for the Board of Trade to prevent the telegraphic delivery of its quotations to bucket shops.—Chicago News.

NOW WE KNOW ALL ABOUT IT.

Now that there is none in the farmer's hands wheat is going up. When he has harvested his crop and is prepared to sell it will go down. Wheat, or the speculators who manipulate it, has had this habit for years. This year's American yield will be short at least 100,000,000 bushels. Yet about the time the producer is ready to market his grain large supplies or an unusual yield will be discovered in Argentina and Europe. It may even be found that famished India has wheat for export. This will depress the price. Then, when the speculators have secured the grain at the low price and the farmer has none left to sell, the cereal will go king. The trick is ancient and always to be expected.—Dubuque Telegraph.

WHAT CORN NEEDS.

Corn is the master crop of the greatest agricultural nation in the world. It is produced over the whole country more generally than any other crop, growing from Maine to Texas, and from the Northwest to Florida. But, with all the vast range of territory and with the vast difference between the little 90-day corn of New England to the monster forest 18 feet high in the rich prairie bottoms of Kansas, corn requires one thing wherever it grows, and that is sunshine. Five million dollars' worth of corn every day is what a good hot wave means in the growing season. Then let the sun blister and be compensated in the knowledge that the fierce rays earn the right to make man sweat if they do no more than create the corn crop.—Pittsburg Times.

CORN GOOD PROPERTY.

The big acreage under corn, suggested in our preliminary report a week ago, does not necessarily mean low prices on the farm. So healthy has been the live stock industry the past year that the enormous crop of 1899, approximating 2,000 million bushels, has been easily handled, and the opening of summer finds farm reserves anything but unmanageable. Aside from the very large proportion of the corn crop consumed in the counties where grown, our export trade is constantly enlarging, and so with new uses for corn. The work of the American Maize Propaganda has taken a firm hold on the great Paris Exposition, and may yet prove the leaven which will permeate the entire mass and result in a foreign demand for American corn beyond the dreams of the most pronounced optimists.—Orange Judd Farmer.

The short crop in the Northwest has led to the countermanding of orders by the Northern Pacific for \$300,000 worth of cars, etc., as well as for ties not specifically under contract.

Late Patents

Issued on June 12, 1900.

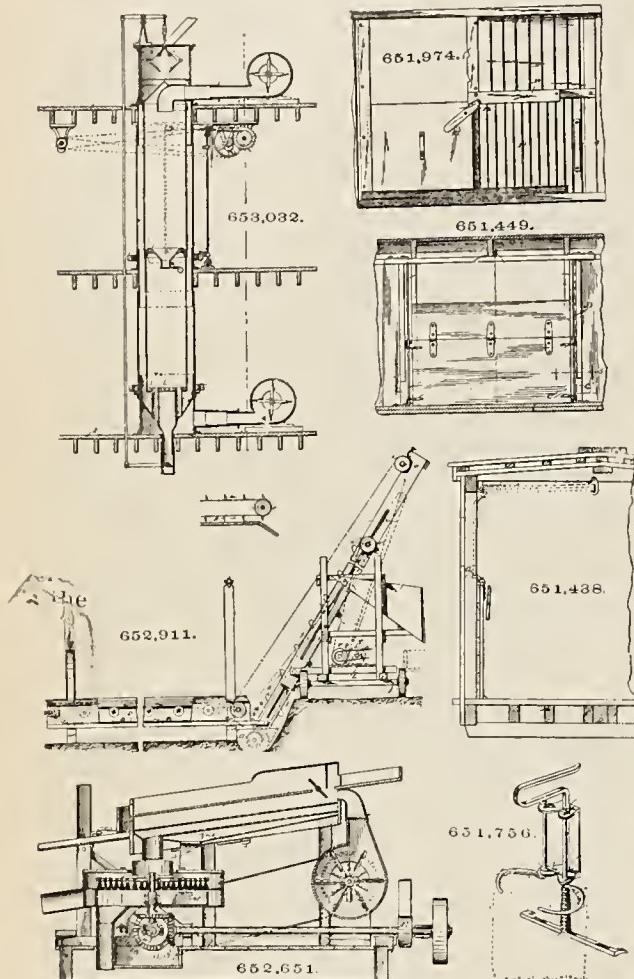
Bag Holder.—Wm. J. Harnois, James, S. D. Filed June 11, 1899. No. 651,756. See cut.

Bag Holder.—Beaman C. Smith, Stoneham, Mass. Filed Sept. 27, 1899. No. 651,773.

Dust Collector and Separator.—Arthur W. Banister, Boston, Mass. Filed August 30, 1899. No. 651,775.

Pneumatic Elevator.—J. B. Schuman, Columbia City, Ind., assignor to the Pneumatic Elevator & Weigher Co., Indianapolis, Ind. Filed May 2, 1899. No. 651,671.

Grain Door for Cars.—Edward A. Hill, Chicago, assignor to the Chicago Grain Door Co., same place. Filed Aug. 19, 1898. No. 651,438. See cut.



Door for Grain or Freight Cars.—H. A. Schermerhorn, Waterman, Ill., assignor of one-half to James A. Potter, Shabbona, Ill. Filed March 26, 1900. No. 651,449. See cut.

Issued on June 19, 1900.

Grain Door.—J. C. Munro, R. A. Munro and Wm. J. Munro, Sedro Woolley, Wash. Filed April 2, 1900. No. 651,974. See cut.

Explosion Engine.—Georges A. Fleury, Paris, France. Filed June 27, 1899. No. 651,966.

Issued on June 26, 1900.

Bean Cleaner.—Chas. W. Thomas, Jas. J. Thomas and Wion P. Thomas, Sawyer, N. Y. Filed Dec. 20, 1899. No. 652,651. See cut.

Gas Engine.—Chas. A. Miller, Springfield, Ohio. Filed Feb. 13, 1897. No. 652,544.

Explosion Engine.—Thos. Cascaden, Jr., and Theo. C. Menges, Waterloo, Iowa, assignor to the Davis Gasoline Engine Works Co., same place. Filed July 13, 1899. No. 652,470.

Gas Engine.—John H. Atterbury, Avon, Mass. Filed Sept. 14, 1899. No. 652,382.

Gas Engine.—Wm. W. Gerber, Indianapolis, Ind., assignor of one-half to Harry L. Dipple, same place, and Jasper E. Pickett, Deming, Ind. Filed June 29, 1899. No. 652,539.

Gas Engine.—Chas. K. Pickles and Nathan W. Perkins Jr., St. Louis, Mo., assignors, by direct and mesne assignment, to Robt. Burns and Burt E. Tilden, Chicago. Filed May 3, 1897. Renewed Nov. 20, 1899. No. 652,724.

Issued on July 3, 1900.

Bag Holder.—Edward Noble, Oso Station, Canada. Filed March 23, 1900. No. 653,035.

Portable Conveyor and Elevator.—Geo. E. Bowers, San Francisco, Cal. Filed Nov. 1, 1899. No. 652,911. See cut.

Gas Engine.—Thos. B. Royse, San Mignel, Cal., assignor of one-half to Thos. J. Hennessy, same place, and Henry Heidland, San Francisco, Cal. Filed June 14, 1898. No. 653,040.

Grain Drier.—James McDaniel, Minneapolis, Minn. Filed Feb. 3, 1900. No. 653,032. See cut.

RECENT SALES OF MACHINERY.

The Vilter Mfg. Co., builders of refrigerating and ice making machinery, Corliss Engines, etc., Milwaukee, Wis., have recently closed contracts, as follows: American Brewing Co., Bennett, Pa., one 40-ton refrigerating plant; International Packing Co., Chihuahua, Mex., one 80-ton refrigerating machine, with 25-ton ice plant, driven by tandem compound engine; Cerveceria del Pacifico, Mazatlan, Mex., one 35-ton refrigerating machine; Takata & Co., exporters, New York, one 20-ton ice plant for Kobe, Japan; Westerlin & Campbell, Chicago, one 6-ton and one 10-ton refrigerating machines; Weisbrod & Hess, brewers, Philadelphia, direct expansion piping; Cerveceria Central, City of Mexico, direct expansion piping; A. Goldman, Ginnery, Victoria, Tex., one 16x36 inch Corliss Engine; Calumet Portland Cement Co., Chicago, one 18x30x42 inch cross-compound Corliss Engine; The Cable Co., St. Charles, Ill., one 20x42 inch Corliss Engine; Louisiana Rice Mill Co., Jennings, La., one 16x36 inch Corliss Engine; Illinois Screw Co., Chicago, one 16x36 inch Corliss Engine; Boyce & Clark, Marseilles, Ill., one 26x48 inch Corliss Engine; Union Rice Mill Co., Ltd., Crowley, La., one 18x42 inch Corliss Engine; White Swan Rice Mill Co., Ltd., Morse, La., one 18x42 inch Corliss Engine; Henry E. Pridmore, Chicago, one 12x30 inch Corliss Engine; Froedert Bros. Grain & Malting Co., Milwaukee, Wis., one 16x42 inch Corliss Engine.



[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

TRACK SCALE FOR SALE.

For sale, a 60-ton, 34-foot Fairbanks Track Scale, good as new. Price \$250.

A. K. KNAPP, Minooka, Ill.

ELEVATOR FOR SALE OR RENT.

For sale or rent, a 10,000-bushel elevator located at Chamois, Mo. Address

W. C. POLK, Chamois, Mo.

ENGINE FOR SALE.

One 20 h. p. side crank stationary engine in first-class shape. Send for description and price.

DOWNIE-WRIGHT MFG. CO., York, Neb.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

FOR SALE CHEAP.

A 14,000-bushel steam elevator in county seat on Chicago & Northwestern Railway in Southwestern Iowa. Price \$2,000. Large territory. Address

SOUTHWESTERN IOWA, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

GASOLINE ENGINES FOR SALE.

One 7-h. p. Weber Gasoline Engine, \$195. One 10-h. p. Fairbanks-Morse, \$325. One 15-h. p. Norman (Chicago), \$250. One 10-h. p. Otto, \$275. One 20-h. p. Springfield, \$375. Replaced with Backus Engines. Moral: Buy the best at the start.

BACKUS GAS & GASOLINE ENGINE CO., 171-173 Lake St., Chicago.

BIG BARGAINS IN ROLLS AND ENGINES

A number of double 9x18 and 9x24 roller mills. Four 2-pair high and five 3-pair high feed mills. Ten 3-roller feed mills, all sizes.

Twenty gasoline engines, Fairbanks-Morse, Otto and other makes, from 2 up to 50 horse power.

Ten stationary engines and boilers, also three fine traction engines.

All of the above are as good as new.

Roll corrugating on best machines at big discount.

Write at once for prices on anything in mill or elevator machinery.

JACKSON MFG. CO., Minneapolis, Minn.

GASOLINE ENGINE VERY CHEAP.

For sale, a new 15-horse power gasoline engine. Run only a few weeks and replaced with a 30 horse power. Will sell this engine very cheap. No use for it.

PATEE BICYCLE CO., Peoria, Ill.

ENGINES AND BOILERS.

For sale, two horizontal tubular boilers, 60 inches by 16 feet, with full arch fronts. One boiler has been in use since last November; the other has been in use about four years; both insured for 100 pounds' steam pressure, and in A1 condition. Will be ready for delivery about July 15. Also one center crank Erie City Iron Works Engine, 14x16, rated at 80 horse power. Also one 10x15, rated at 35 horse power. Both of these engines are to be replaced by larger ones, and are in first-class condition. This would make two complete steam plants for country elevators. Please write to the undersigned for full information.

BUFFALO TRANSFER ELEVATOR CO., Buffalo, N. Y.



[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS WANTED.

Party wants to buy independent or line elevators on the line of the Soo Railway. Address

MINNESOTA, Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATOR WANTED.

I want to buy an elevator in a good corn and oats section of Illinois or Indiana. Address

J. H. EVERSOLE, Mayview, Ill.

GASOLINE ENGINE WANTED.

Wanted, one good second-hand 14 or 16 horse power gasoline engine. Must be nearly new. Fairbanks-Morse or Lewis preferred.

O. M. KELLEY, Dana, Ill.

FOR RENT.

A feed warehouse in this city. Best location. Fully equipped with gasoline engine, etc. Splendid chance for right party. For further particulars inquire of

E. E. BAGLEY, Woodstock, Ill.

WANTED, POSITION AS BUYER.

Wanted, position as grain buyer by a competent elevator man. Seven years' experience. Permanent position desired. Minnesota preferred. References given. Address

GRAIN BUYER, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

Marquette, on Lake Superior,

is one of the most charming summer resorts reached via the Chicago, Milwaukee & St. Paul Railway.

Its healthful location, beautiful scenery, good hotels and complete immunity from hay fever make a summer outing at Marquette, Mich., very attractive from the standpoint of health, rest and comfort.

For a copy of "The Lake Superior Country," containing a description of Marquette and the copper country, address, with four (4) cents in stamps to pay postage, Geo. H. Heafford, general passenger agent, Chicago, Ill.

GRAIN BAGS—BURLAPS.

All kinds of Bags, New and Second-Hand.
ORDERS FILLED PROMPTLY.

W. J. Johnston, 182 Jackson St., Chicago.
Factory and Office,

ROOFING AND SIDING.**ROOFING TO LAST.**

Galvanized and Painted Corrugated Iron.
H. W. John's Asbestos Roofing.

GATE CITY ROOFING & METAL CO.,
416 Delaware St., KANSAS CITY, U. S. A.

Write for Prices.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES

Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

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WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of Corrugated Iron and Metal Roofing for Grain Elevators,

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan Street, - - - - CHICAGO.

Eastern Works: NILES, OHIO.

HAGERTY & GRABER,
PEORIA, - ILL.,

CONTRACTORS FOR GRAIN Elevators and Malt Houses.

Plans and Estimates Furnished.

Also Keep a Full Line of Machinery in Stock, such as
Shafting, Belting, Pulleys, Hangers, Etc., Etc.

C. H. Matthiessen, President. S. T. Butler, Vice-President.
Chas. L. Glass, Treas. and Sec'y.

The Glucose Sugar Refining Company,

FACTORIES: GENERAL OFFICES:
Chicago } Ill. Marshalltown } The Rookery,
Peoria } Davenport } IA. CHICAGO, ILL.
Rockford }

The world's largest consumers of Corn. Daily consumption, 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

E. R. Ulrich & Sons,
SHIPPERS OF WESTERN GRAIN,

Especialy High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L. C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

HENRY HEMMELGARN.

Established 1861.

PHILIP H. SCHIFFLIN

H. HEMMELGARN & CO.,
COMMISSION MERCHANTS,

GRAIN, SEEDS AND PROVISIONS,

ROOMS 317, 318 AND 319 RIALTO BUILDING,

Adjoining Board of Trade.

CHICAGO, ILL.

Consignments Solicited. Correspondence Invited.

ESTABLISHED 1867.

Reference: DUQUESNE NAT. BANK.

Daniel McCaffrey's Sons,
HAY, GRAIN AND FEED,

PITTSBURG, PA.

CONSIGNMENTS SOLICITED.

HAY A SPECIALTY.

WARREN & CO.,

...GRAIN...

COMMISSION MERCHANTS,

Rooms 7 and 9 Chamber of Commerce,

PEORIA, - ILL.

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On the back of a postal card. For all these things; for attention to inspections, for smallest discounts on off grades; for best ultimate net results; and for protection of your interests in every way, try

POPE & ECKHARDT CO...CHICAGO,
and you will not be disappointed.

J. F. HARRIS,
NO. 1 BOARD OF TRADE,

CHICAGO,

**Stocks, Bonds, Grain,
Provisions.**

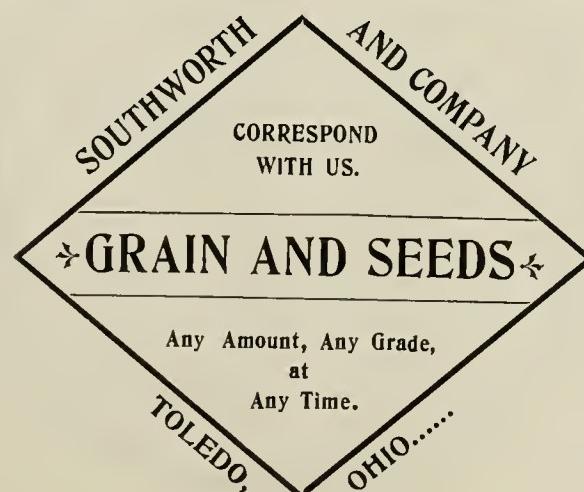
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Chicago Stock Exchange,

New York Stock Exchange.

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C. A. KING & CO.

GRAIN and CLOVER SEED,
TOLEDO, OHIO.

Members { Chicago Board of Trade.
Toledo Produce Exchange.

SPECIAL MARKET AND CROP
REPORTS FREE.

BE FRIENDLY. WRITE OCCASIONALLY.

ESTABLISHED 1876.

W. A. RUNDELL & CO.,
GRAIN AND SEEDS,

SPOT AND FUTURES.

CONSIGNMENTS and FUTURES given *special* attention.

Ask for our "Daily Market Letter and Track Bid". Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO.

THE....

**Paddock, Hodge
Company,**

TOLEDO, OHIO,

Owners and Operators

LARGEST SYSTEM OF ELEVATORS
IN OHIO.

Special attention given to consignments and
futures. Write, wire or phone
us when you want to trade.

If you don't get them, ask for our bids,
your track.

J. F. ZAHM. F. W. JAEGER. F. MAYER.

ESTABLISHED 1879.

J. F. ZAHM & CO.,
GRAIN and SEEDS,
TOLEDO, OHIO.

MEMBERS: { Toledo Produce Exchange,
Chicago Board of Trade,
New York Produce Exchange.

Handling consignments and filling orders for
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SEND FOR OUR RED LETTER.

COMMISSION CARDS.

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230 RIALTO BUILDING,
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Our Vest Pocket Market Manual furnished free on application.

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GENERAL OFFICE: 528-532 Rialto Bldg., CHICAGO, ILL.
Branch Offices: MINNEAPOLIS, MILWAUKEE, ST. LOUIS,
PEORIA, BUFFALO.

CAREFUL ATTENTION GIVEN YOUR CASH AND FUTURE BUSINESS.

Grain Dealers,

:: :: WE WANT YOUR BUSINESS.

If you appreciate Honest Work, Good Treatment and
Prompt Returns consign your grain to us.

CALUMET GRAIN & ELEVATOR CO.,
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ARTHUR R. SAWERS in charge of receiving business.

ARMOUR & CO.,
205 LA SALLE STREET,
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G. IN BUYERS AND DEALERS.

CONRAD KIPP. S. K. NEER. J. H. ROYER.
Greenville Grain Co.,
112 W. FOURTH ST., GREENVILLE, OHIO,
WHOLESALE DEALERS IN
WHEAT, CORN, OATS, HAY AND STRAW.
(CAR LOTS ONLY.)
Will buy on any railroad and can make shipment via any line. Milling wheat a specialty. Write or wire for prices. Will give prompt reply. References: Farmers' National Bank, Greenville Bank Co. Dun or Bradstreet. Correspondence solicited.

DANIEL P. BYRNE & CO.,
SUCCESSORS TO
REDMOND CLEARY CO. CO.
Established 1854. Incorporated 1887.

GRAIN, HAY AND SEEDS,
CHAMBER OF COMMERCE, ST. LOUIS, MO.

E. W. BAILEY & CO.,
Commission Merchants,
GRAIN, SEEDS AND
PROVISIONS

72 Board of Trade, CHICAGO.

The Samuel Born Co.,
COMMISSION MERCHANTS,
RECEIVERS AND SHIPPERS
GRAIN.

85 Board of Trade, Buffalo, N. Y.
12 First Street, Lafayette, Ind.

M. F. BARINGER
...SUCCESSOR TO....
J. R. TOMLINSON & CO.
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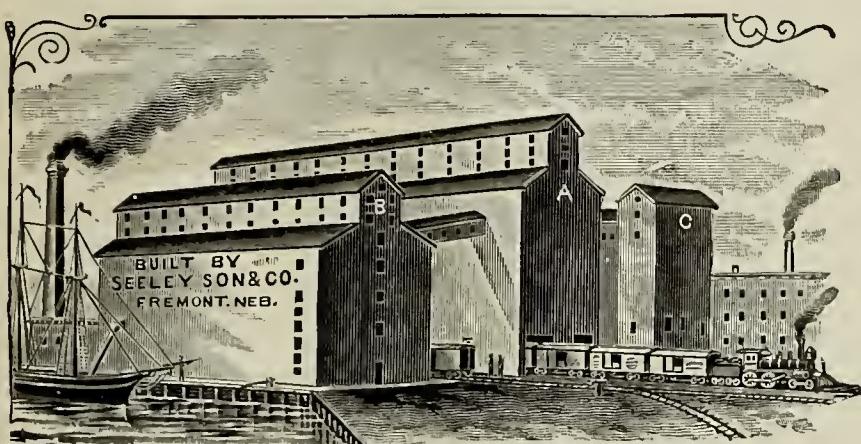
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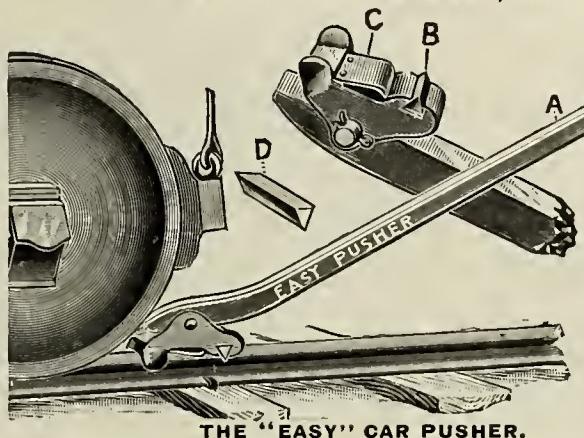
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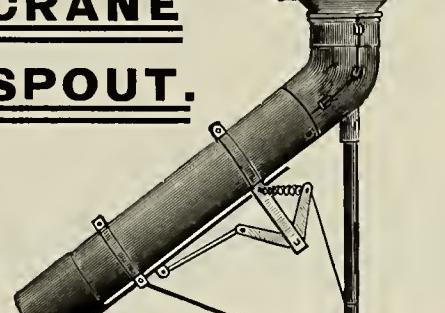
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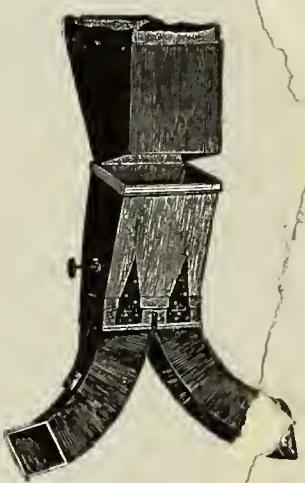
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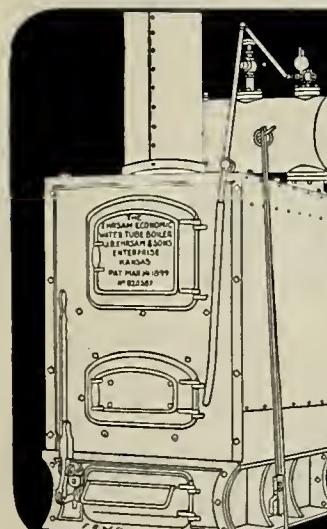
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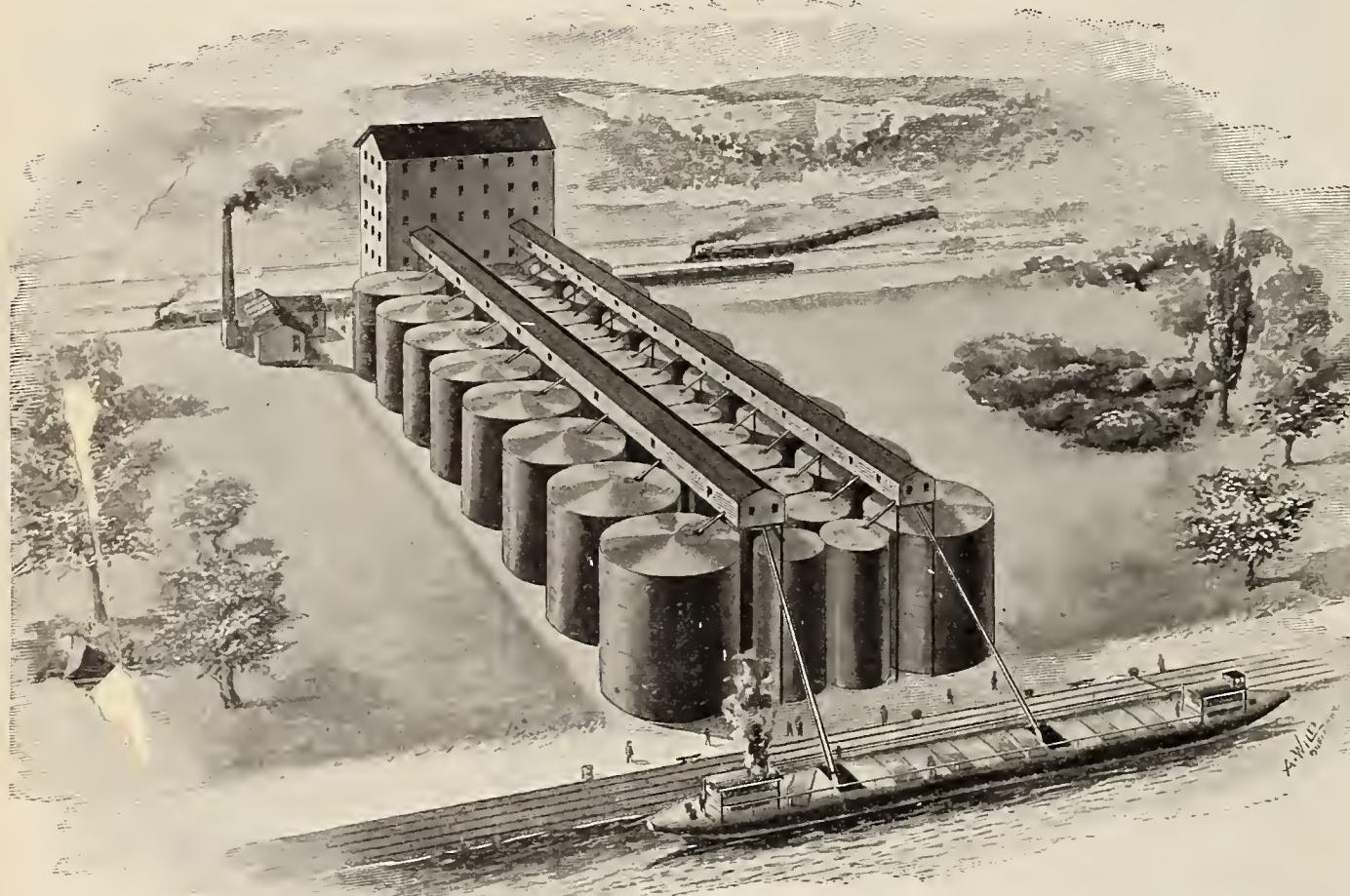
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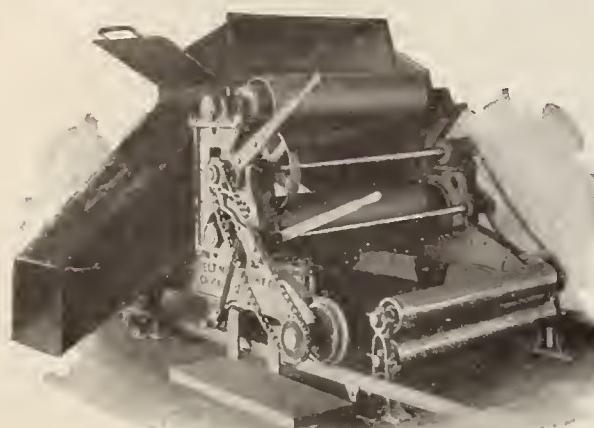
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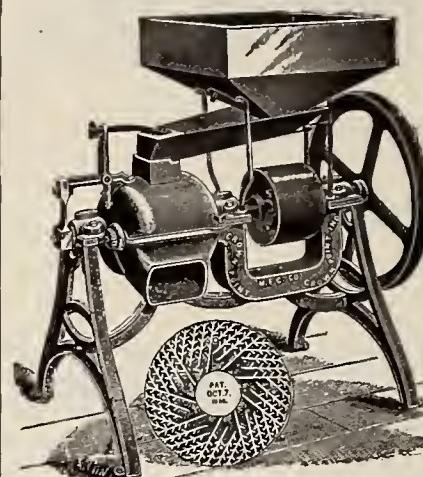
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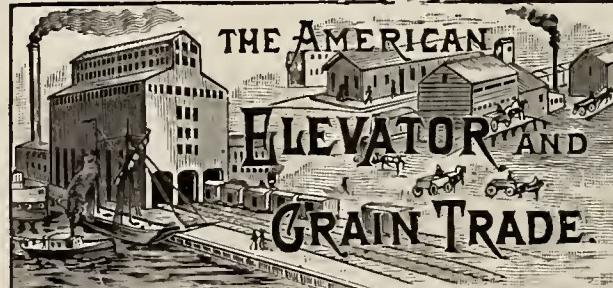
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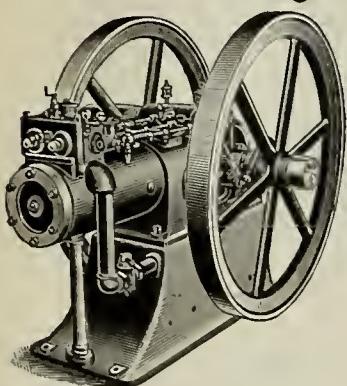
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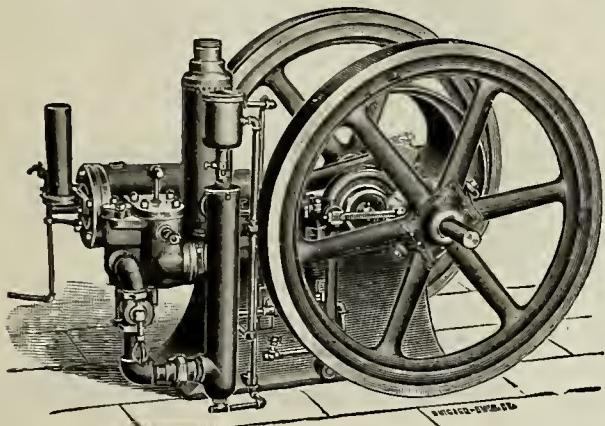
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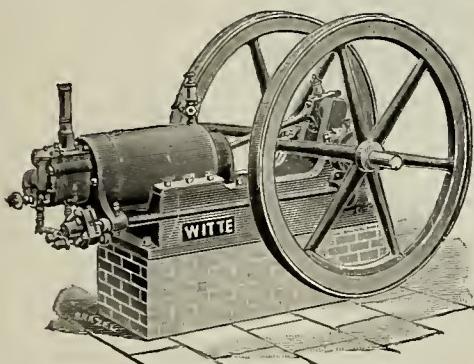
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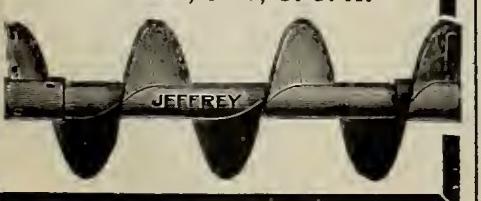
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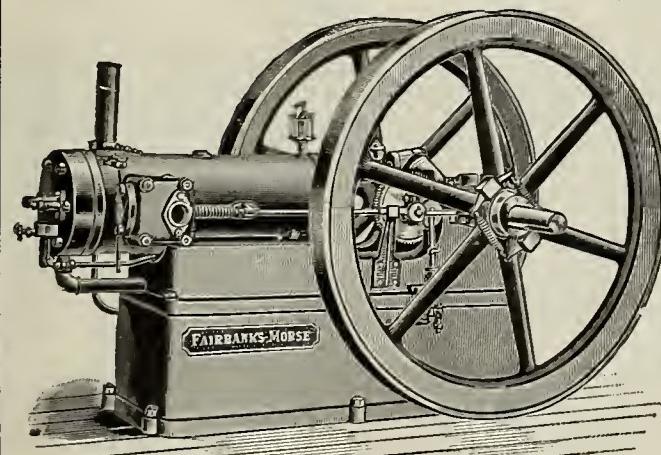


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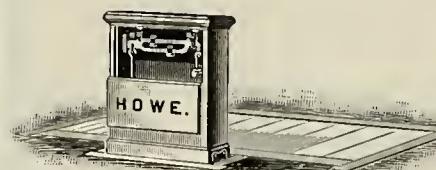
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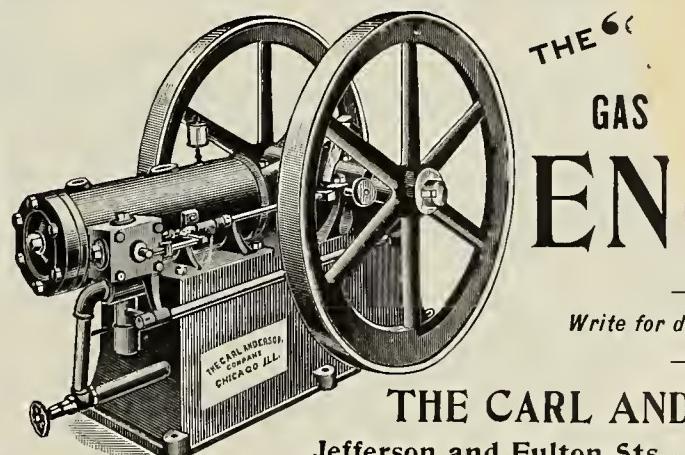
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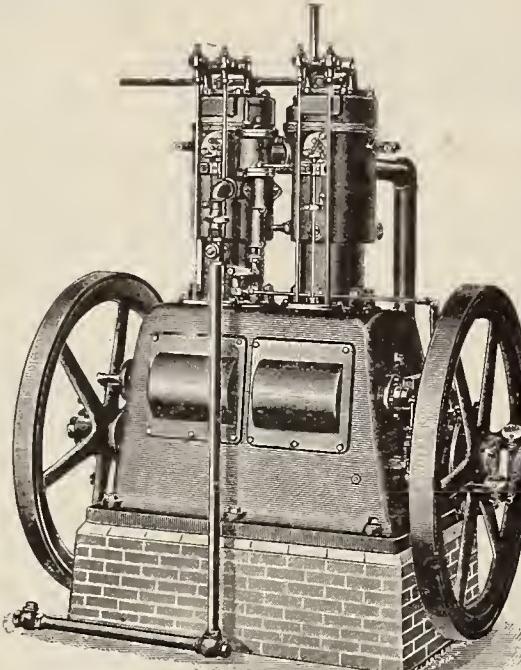


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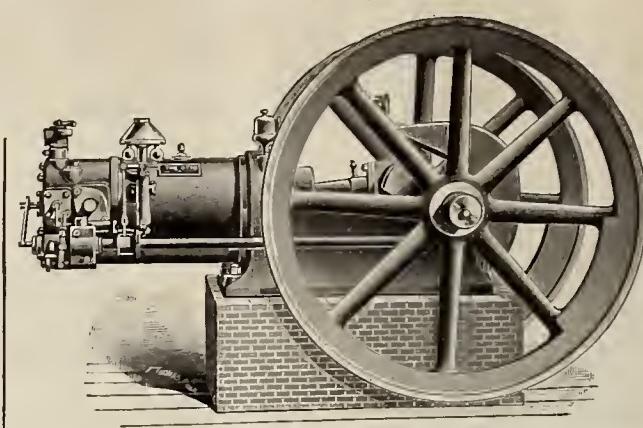
Its cash assets, January 1, 1900, amounted to \$721,927.11; total admitted assets, \$2,708,613.34; net cash surplus, \$469,382.27; surplus over all liabilities, \$2,456,068.50.

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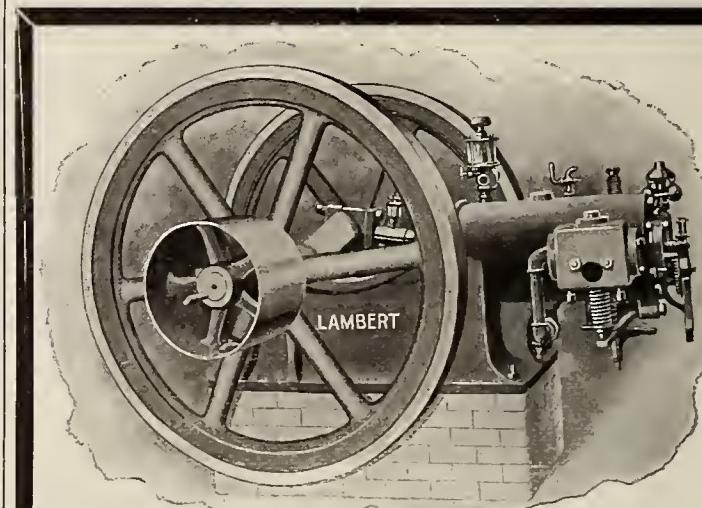
GENTLEMEN: * * * Each engine had a three hours' run as a test, and both engines were hitched alternately to a Wood propeller pump. The "—" engine ran the pump at 1,367½ revolutions and raised 60 miners' inches of water, using in the three hours 7.76 gallons of gasoline. The "OTTO" ran the pump at 1,370 revolutions and raised 61 miners' inches of water, using in the three hours 5.08 gallons of gasoline, thus making a gain of 34½ per cent. over the "—" in the amount of fuel used, besides the extra lift of water. * * *

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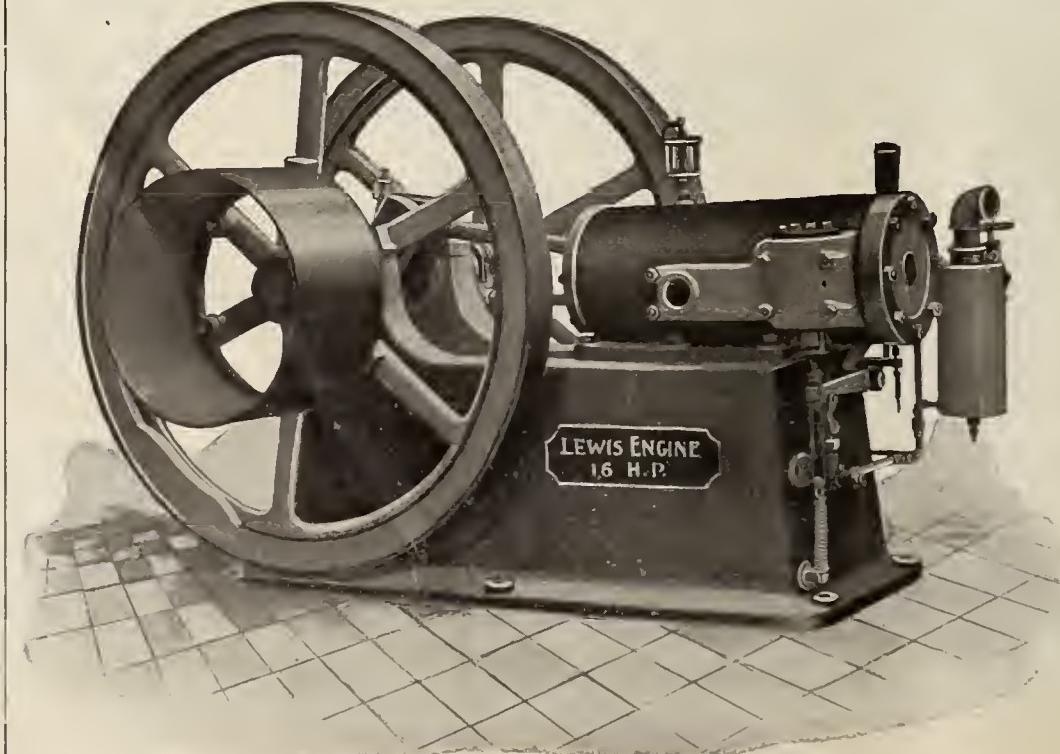
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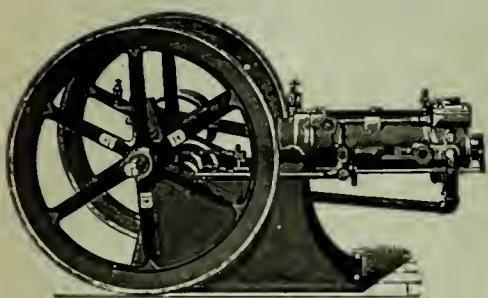
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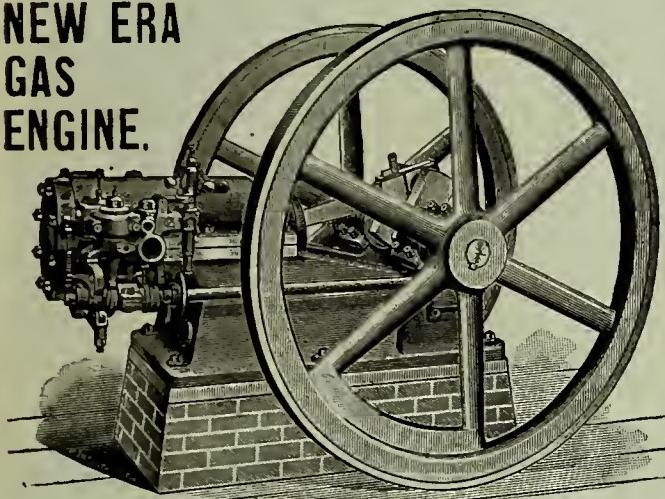


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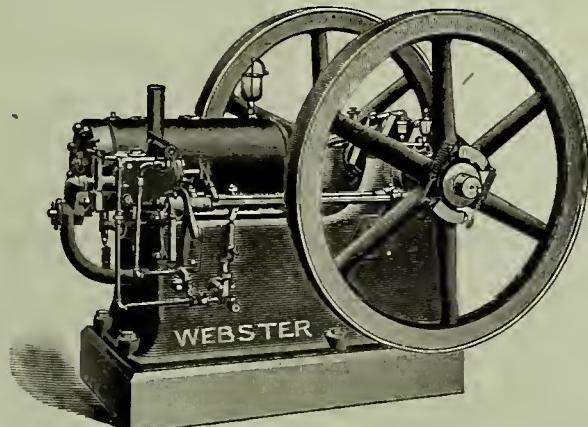
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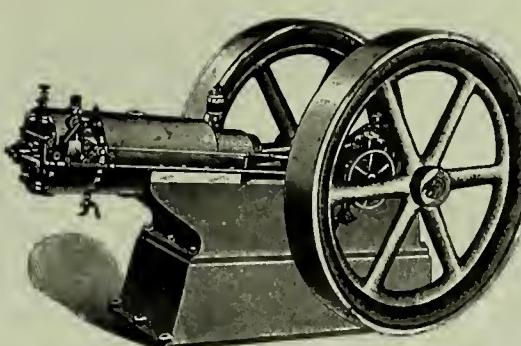
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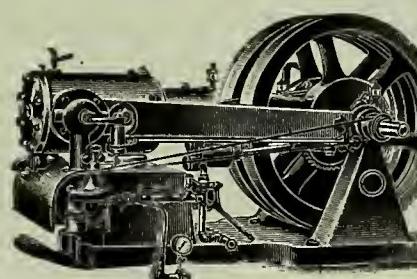
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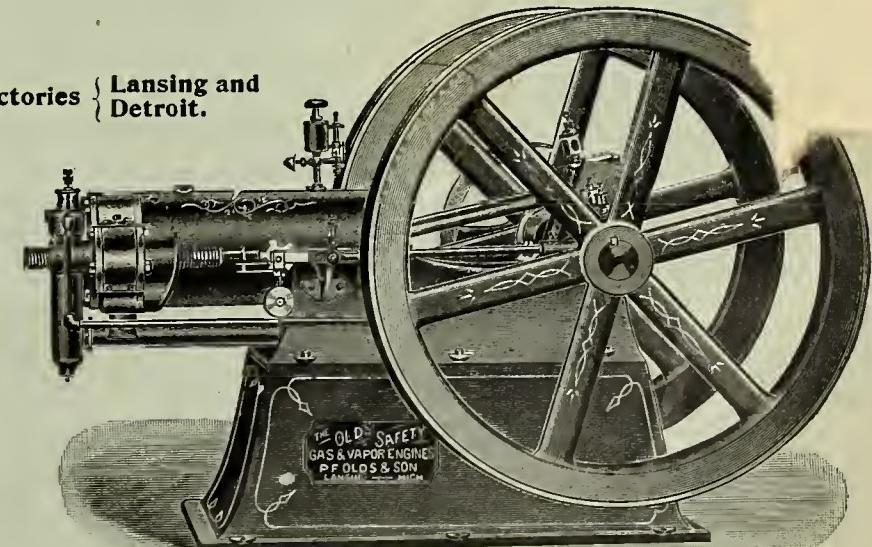
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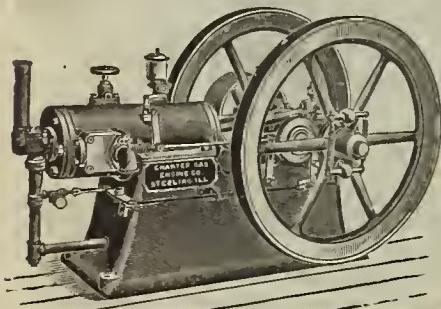


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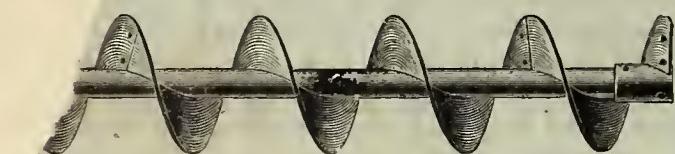
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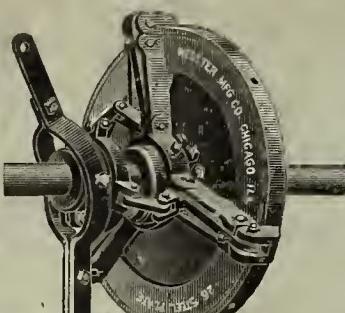
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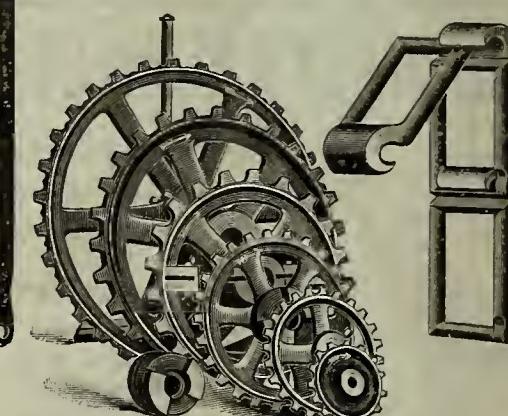
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